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HONGKONG, TUESDAY, OCTOBER 1, 1901.

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By Order of the Board of Directors, E. W. RUTTER Manager.

Hongkong, July 30, 1901.

For Sale.

FOR SALE.

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DENNYS & BOWLEY, Solicitors, Supreme Court. Hongkong, September 28, 1901. 2007

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FOR SALE.

THE BRITISH SHIP Celeste Burrill, 1764 tons register; now lying at Anchor near Stonecutters Island, in a damaged condition. Will be Sold by Auction on 10th October. The ship is a large carrier, has delivered 2908 tons of Coal leaded to to Plimsolls Mark, and she has also carried 867 standard of-deals.

CLAUNA A. TREFRY.

Hongkong, September 25, 1901. 199

Business Intimations.

THE HONOKONG LAND INVEST. MENT & AGENCY CO., LTD.

DURING my absence and until further Notice Mr. MOWBRAY STAF-FORD NORTHCOTE has been appointed ACTING SECRETARY.

By Order of the Board of Directors. A. SHELTON HOOPER, Secretary.

Hongkong, September 28, 1901. 2008 NOTICE.

WE have this day been appointed SOLE AGENTS for the well-known Cigar

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Hongkong. I FRED. C. FOCKEN, General Agent Manila.

P.O. Box, 374. Hongkong, August 31, 1901.

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T. M. STEVENS & CO... 1. Duddell Street. Hoogkoog, August 2, 1901.

NOTICE.

COMPANY, LIMPLED.

This Day agained Charge as CHIEF Alterations and Advisors to Advertise MANACHE.

By Order of the Board of Densities Advertise Advertise to the Chick has been a contracted and the Chick has been an absolute to the Chick has been a contracted to the Chick has been an absolute him to the Chick has been an absolute to the Chick has been an ab

Intimations.

CHINESE IMPERIAL GOVERNMENT 7 PER CENT.

SILVER LOAN OF 1886, E. 30th Half-yearly Drawing.

FNTEREST due and DRAWN BONDS of this LOAN will be payable at the OFFICES of the Corporation on or after the 30th Septembor, 1901. Lists of Drawn Bonds can be obtained on application to the Undersigned.

Corporation, Agents issuing the Loan. T. JACKSON, Chief Manager. Hongkong, September 28, 1901. 2009

HONGKONG JOCKEY CLUB.

MINE ANNUAL GENERAL MEETING of Members of the above Club will be held in the City Hall, on SATURDAY,

NOTICE.

By Order-T. F. HOUGH, Clerk of the Course. Hongkong, September 25, 1901. 1990

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE TO SHAREHOLDERS:

NOTICE is hereby that the TWENTY-EIGHTH ORDINARY YEARLY MEETING of the SOCIETY will be held at its HEAD OFFICE, No. 1 Queen's Buildings, Hongkong, on THURSDAY, the 10th October, 1901, at Noon, for the purpose of receiving the report of the Directors, together with statements of account for the year 1900 and for the half-year ending the 30th June, 1901, and of declaring Divi-

The TRANSFER BOOKS of the Society will be CLOSED from the 30th September to the 10th October, both days inclusive. By Order of the Board,

W. J. SAUNDERS,

Hongkong, September 20, 1901, 1952

CANTON INSURANCE OFFICE,

LIMITED. NOTICE TO SHAREHOLDERS.

THE TWENTIETH ORDINARY GEN-ERAL MEETING of SHARE-HOLDERS will be held at the OFFICES of the Understand 12 o'clock (Noon), on THURSE It Proximo, The TRANSLER BOOKS of the Company will be CLOSED from 3rd to the 17th Prox., both days inclusive. JARDINE, MATHES 'N & Co.,

General Agents, Canton Insurance Office, Limited. Hongkong, September 25, 1901. 1991

HONGKONG HIGH-LEVEL TRAM-WAYS_COMPANY, LIMITED.

TIME TABLE,

WEEK DAYS. 7,30 a.m. to 8.00 a.m.. Every 10 minutes. 8.00 a.m. to 8.30 a.m... Every 15 minutes. 8.30 a.m. to 9.30 a.m. Every 10 minutes.

9.30 a.m. to 11.00a.m... Every 15 minutes. 11.30 a.m. to 12.45 p.m... Every 15 minutes. 12.45 p.m. to 1.15 p m... Every 10 minutes. | 1587 1.15 p.m. to 1.45 p.m., Every 15 ininutes. 1.45 p.m. to 2.15 p.m... Every 10 minutes. 2.15 p.m. to 3.00 p.m... Every 15 minutes. 3.30 p.m. to 5.30 p.m. .. Every 15 minutes. 5.30 p.m. to 8.00 p.m... Every 10 minutes.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

8.00 a.m. to 8.30 a.m... Every 15 minutes. 8.30 a.m. to 9.30 a.m. Every 30 minutes 9.30 a.m. to 10.30 a.m. .. Every 15 minutes. 10.30 a.m. to 11.00 a.m... Every 10 minutes. 12.00 Noon to 1.00 p.m... Every 10 minutes. 1.60 p.m. to 5.00 p.m., Every 15 minutes 5.00 p.m. to 6.00 p.m.. Every 10 minutes. 6.00 p.m. to 7.00 p.m.. Every 15 minutes. 7.00 p.m. to 8.00 p.m.. Every 10 minutes. NIGHT CARS as on Week Days.

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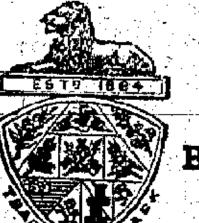
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.-THE TRI-METRICAL CLASSIC. .- THE THOUSAND WORDS! POEM.

Franslated from the Chinese

the world was rowed on the 4th Sept. While professional rowers were merely the 7th October, at 3 p.m., at Queen's boatmen, or servants to the amateurs. there was nothing done in the way of was a better man than our gigantic match-making for stakes, prizes, or champion was incredible. He might be titles; so it was not until 1831 that a race was held for 'the championship of Elliott, but what possible chance could the Thames, the first recorded, and it he have against our cornstalk ? We is worthy of note that it was rowed just. 70 years ago, on September 9. Charles | and while we called Hanlan a 'blower,' Campbell, aged 26, of 111st, weight, beat John Williams, and became the champion. Some years later he was November 15, 1880. It was cold, recognised as the champion of England, miserable weather, not at all suitable and his name more by courtesy than to the sun-dried Australian, but he was right is still allowed to head the list of champion scullers of the world. Seven done, and the great. Canadian merely Campbell, the challenger being a most remarkable little man named Robert ings. We did not get over it for years; Coombes, whose trained weight was and even now it is best passed over in a 8st. 121b., and his height but 5ft. 5kin. hurry, for the remembrance of those days is bitter. Laycock was in England Campbell would be 33 years of age (in at the time, and thrushed a half-dozen 1838), and Coombes was 30. At this of the best men, excepting Hanlan. time there was by no means a dearth of He, the Australian Bushman, as they professionals, but they favoured four you beat my mate because he is ill; I cared rowing. In 1846 Coombes again am not ill, and you cannot best me; if challenged Campbell, and won, the you think you can, you can take £500 course being from Putney Bridge to the row. The race was soon fixed up, and 1943 year Coombes beat R. Newell, and was hardest winter seen in England for over not afterwards troubled to defend his title until T. Mackinney challenged him because of the ice on the water the race in 1851, when the holder was again was rowed. Hanlan won. Laycock successful, although at the time 46 years of age. In 1852 this determined with Hanlan. There he met Gaudaur THE HONGKONG LAND INVEST- little champion was twice defeated by and several other scullers, but not the Thomas Cole, a young and powerful June, then came to the front, and in chance whatever, although a good man. 1854 beat Cole. Messenger held the the title without having to race until tralian was beaten for the championship, that great sculler Harry Kelley came the race being rowed on the Thames, out in 1857 and beat him. Racing for June 1, 1882, just a month after Boyd the championship now became very in Trickett returned to Sydney, and Han-1490 teresting, and the contests were exceed lan to Toronto. In America the firstingly popular. Kelley was probably the best man who had appeared so far, but and a few less known scullers. he was beaten by Robert Chambers, a Newcastle man, in 1859. Chambers

> Everson in 1863. builders in Melbourne, introducing the than hold their own, and Dick Green, time for the Putney to Mortlake course being a record-23 minutes 15 seconds. a very fine performance on a fixed seat.

Boyd in 1875. he was challenged by M. Rush, who harry to do anything to please him, but was anxious to row him before he left for England. The race was rowed June Trickett had a slide, and won easily An enormous crowd witnessed the race and it is doubtful if a larger number of people have since attended a champion ship on the river. Both men were of gigantic proportions, Trickett 6ft 3line in height, and 12st. 12lb. in weight. Rush is well over 6ft, in height, and rowed at about 12st. 10lb. weight. These were the biggest and strongest men who had rowed for a race of the kind. Renforth's weight was list. 4lb., Chamber's 10st 81b., Kelley's 10st, 10lb., and Sadler's 10st. 7lb. Elias Laycock soon came to the front, another big man 6ft 2in in height, and 12st. 81b. in weight. He challenged the champion, and they met in 1879 on the Parsimatta Trickett was at this time a very fin sculler indeed, and he won easily from Laycock, who used sculls with 81in blades, and far too big and bear? Edward Hanlan had been steadil working his way to the front, and in Canada, the United States, and Regions To be had—Price 30 Cents the set—from was regarded as the united States, and Karland Line China Mark Office, 5 Wyndham strong, only 10st 16th weight find

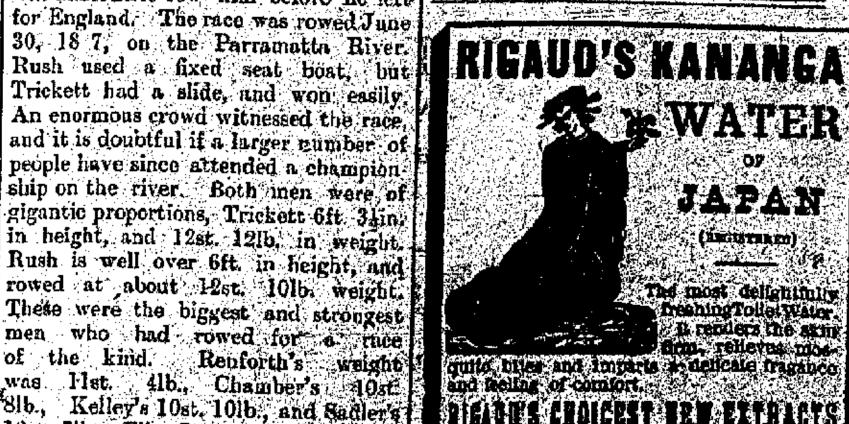
THE SCULLING CHAMPION-

A History of the Contests,

to run between strokes. Likewise he After a lapse of about live years, a knew just the right kind of stroke to race for the sculling championship of produce a maximum of speed. Hanlan was just what all who had seen him said he was-invincible. We didn't credit_it. That Hanlan, a trifle over 10st, weight and but oft, Elin in height, good enough for unlicard of Americans, and such Englishmen as Hawdon and all agreed the answer was None." Hard things were said by both sides, he called our man a fraud and denied that he was champion. They agreed to meet on the Thames, and they did meet, considered well enough. It was a hard race for a while, then Trickett was years later a second race was won by puddled over the latter part of the course: To say that we were surprised at the result can never convey our feelcalled him, said, Look here, Hanlan, off me. Hanlan's answer was, 'I'll 'Ship' at Mortlake. In the following in the bitterest of cold weather, the 40 years, they met. It was February, returned home, but Trickett went to champion. In 1882 R. W. Boyd, the English champion, got a race with man. James Messenger, who died last Hanlan for the title, but he had no Trickett had followed Hanlan to England, and for the second time the Ausclass men were Teemer, Gaudaur, O'Connor, Hosmer, Ross, Ten Eyck, then beat J. White in 1860, and G. W.

In Australia, the best of quite a number of good men were Laycock, Rush, Trickett, Clifford, Matterson, and Beach; the three first-named having passed their prime, but the other three rising fast. It was about 1859 that several English | Kemp also was then coming out. Hanlan beat Wallace Ross in 1883, but scullers came to Australia including this does not seem to have been for the James Edwards, The Deward, championship. The holder of the title White, and Candlish. These men rowed in regatta races for a share of taught us how to row light boats gate money, and prize money found by THE HONGKONG LAND INVEST- and how to train, Edwards, who knowing very little as the minutes of this, and is now head of the firm of boat of Australian rowing determined to go to Sydney, hoping to get another match with his rival, Edward Trickett. Meansculling outrigger. In competitions while a series of races, in 1883 and the here it was found our men could more early part of 1884 had proved that Beach was a better man than Trickett or Laycock. The last-named had sufferthe best of the lot, was sent to England ed with a broken leg, and was just reto row Chambers. The race took place covering when Hanlan arrived. The on the Thames, June 16, 1863, and the great Canadian was officially landed Englishman, who was in good condi- Up to this time he had won about 150 tion, beat Green, who was far from races, and had never been beaten in a well. Mr George Thornton tried to match since he was a lad and an amamake another match, but they never teur. As soon as the newcomer was ready he sought a race with Trickett, met again. Harry Kelley was still a but the latter was not matched against first-class man, and in 1865 best Cham- him, and he then arranged a race with bers, following this up by beating J. Elias Laycock. They rowed for the championship of the world on the Hammill, the American sculler, on the Nepean course, May 22, 1884. Of Tyne, in 1866. Later in the same course Hanlan won, and it was a good year Chambers beat J. H. Sadler for win so far as the money was concerned. the fitle; but in the following year Laycock had made a record, by being Kelley again displaced Chambers. In defeated three times for the champion-1868 James Renforth, a splendid oars- ship, a record which was to be surpassed man, came out and beat Kelley, his by Hanlan himself. BEACH AT HIS BEST.

Beach was now at his best, and was He was never beaten, but died in 1871; matched to row the champion. The and after a series of races J. H. Sauler race took place August 16, 1884, and beat R. Bagnall in 1874, and R. W. was for £1,000 stakes and the championship of the world. Hanlan dashed The Australian champion at this time away with a lead, held it for a mile and was Edward Trickett, and it was de three quarters, then finding he had not termined to match him against Sadler cracked up his opponent went in for a They met on the Thames, June 27, 1876, foul, but Beach got away, and won the for £400 stakes and the championship must popular race ever held on the Parof the world. Trickett won easily, but ramatta. Hanlan was bitterly disapdeclined to wait to row J. Higgins, a pointed, found fault with the conduct challenger who was at the time in of the race, and pressed for another America. On Trickett's return home trial Beach's party were not in a



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Australian won comfortably. The tion at Sydney. stakes were again £1000, and Hanlan So far as could be learned no one to tackle the saved up Stanbury, not

America.

SCULLING BOOM IN ENGLAND.

place during the season, ending in Beach rowing Gaudaur for the chamhaps the most sensational race ever Williamstown, near Melbourne, on Degreat surprise, but there is no doubt rowed on the Thames, or anywhere else: cember 10, of typhoid fever. Beach started at odds of 2 to 1 on him, Searle's last expressed wish in con-daur rowed a race against Johnston, an took the lead, held it for two miles nection with the passing of the cham- unknown man, in British Columbia, and no one has ever grudged Gaudaur in the background for a year or two,

claim to the title. Beach then rowed America. The champion declined all Searle being dead, the last man he beat, ruary, 1885, and won. Clifford was an line wanted in Australia. A week after- ship, W. J. O'Connor, claimed the title.

had no excuses this time. Shortly after- wanted to row Beach, and he now en- for the championship, but for £1000 wards he returned to America, a poorer | joyed immense popularity at home and stakes. O'Connor was beaten twice for man, having lost his money and his in England. Haulan on his return the same stakes, he having protested great reputation as the finest sculler in home rowed many races, and became against them passing to Stanbury after the world. It was a bad day for Han- the champion of America. This evi- the first race owing to a foul claimed, lan when he decided to come to Sydney, dently influenced him in making a re- but not allowed. O'Connor did not but it was a great day for Australian | turn to Sydney, and shortly after his stay long, and did not row Kemp, but rowing, and to Hanlan we are indebted arrival here he was matched against John M. Lenn did, and beat-him in the for the splendid successes of our men Beach for the championship and £1000 same year. Stanbury was then brought 1589 since then. He taught us just what stakes. The race was rowed November forward, and in 1891 he twice defeated we wanted to know and had no know 26, 1887, on the Nepean, which is pro M'Lean for the title. Tom Sullivan, ledge of, how to grip the water, release bably the best course in the world: from New Zealand, had done remarkthe blades at the finish, and how to use Hanlan rowed a splendid race, and was ably well, and finished up by rowing the slide. Our men soon picked up the beaten with difficulty. The next day Stanbury for the title. It was a fairly Beach retired, and allowed the title to close race, but the title did not pass. Beach now had as a rival the brilliant pass to his trainer, Peter Kemp, who Stanbury was left alone for nearly young sculler Niel Matterson, but when | had challenged him in a friendly way. four years; then he was challenged by they met on December 18, 1885, for This led Hanlan to challenge Kemp, C. R. Harding to row on the Thames £400 and the title Beach proved a but Tom Clifford was given first try, for the title and £1000 stakes. It was whole class better than his fellow and failed, then Hanlan rowed Kemp 20 years since an English sculler had colonist. Next year we heard highly- twice, all three races being rowed in challenged an Australian for the chamcoloured reports of Hanlan's want of 1888, and all were good wins for the pionship, and it was left to a small man appreciation of Australian scullers, but man to whom Beach had given or for to do it. Harding was but 91 stone he had his troubles at home, for Gau- feited the championship; Henry Searle weight and 5ft. 51in, in height. Standaur and Teemer beat him. After a appeared on the Parramatta in this bury was over 12 stone in weight, and series of in and out rowing Gaudaur year, a fitting compliment to Australia's over 6ft, in height. The little man was found to be the champion of centenary. He quickly worked his way rowed very well indeed, but had no to the front, for in June he was a chance, so once more the title was held novice, and in October he was cham- by Australia. Meanwhile Gaudaur had pion, beating Kemp in that month. come to the front again in America, A big sculling boom took place in Beach and Hanlan saw him row, and and accepted an offer to row Stanbury England in 1886, chiefly due to the were agreed for once, in that they re on the Thames for £500 stakes and the presence of Beach, Matterson, Kemp, cognised Searle as a man best left alone. titles held by the Australian. They and Nielsen, of Sydney and of Gau- Next year the new champion was mat met on September 7, 1896; Gaudaur daur, Teemer, Ross, and G. W. Lee, ched against W. J. O'Connor, who, had not only more pace, but more of America. A lot of racing took like Hanlan, was a Canadian. They stamina, and he won by a distance. met on the Thames in September, 1889, Stanbury was not well trained, but on and Searle won easily. Three months his return home he said he was satisfied pionship and £1000 stakes on the later poor young Scarle's funeral passed to leave the Canadian alone for the Thames, September 18. It was per through Sydney, he having died at future. The result of the race caused

then collapsed. He was dreadfully pionship was that it should go to the and this is supposed to have been for pumped out, but so was Gandaur best man after a series of test rices. the cliampionship, but the challenger Beach stopped, and his rival got so far This was done, and Niel Matterson, the had no chance whatever. in front that odds of 30 to 1 found but fast friend and tutor of the dead chamfrom exhaustion. Gaudaur got away the same year, best John M'Lean, a were signed to row for £500 stakes and again, but Beach had just a little left very fast sculler from the Richmond the world's championship at Rat Porin him, and putting on his best remain- River, who started too late in life to tage, Ontario, Canada, over a course of Beach well deserved the praises he got to this James Stanbury had been kept half distance.—Sydney Morning Herald. full recognition of his wonderful per but it was understood that he was wait formance. It was a race that will all log for Searle's return from England. est events in the history of cowing. rifle race it appeared, but Scarle's take; that 's the servant girl down stairs Hardan was there, and tried to corner backers knew that although the record working the clothes wringer.

he got on a race with Clifford and best Beach for a race. He talked of rowing | for the Parramatta course was cut from him. Of course, this was not for the for £5000 a side, and allowing £2000 10 minutes 11 seconds to 19 minutes championship, as neither then had any, for expenses if Beach would row in 53% seconds, their man won easily. Clifford for the championship in Feb. offers, but said Hanlan could have all a man who never held the championold rival, and hailed from Dapto, where wards (September 25) Beach had a He had done well in America, and was fairly easy win from Wallace Ross for a better man than Gaudaur at the The second race between Beach and the championship and £1000 stakes on time, so he came uninvited suddenly to Hanlan was rowed March 28 of the the Thames. He then returned home, Sydney in 1890. Kemp was then same year on the Parramatta, and the and was accorded a magnificent recep- champion, and the claimant wanted to All Watches Guaranteed. row him, but by a ruse he was induced

the better man won. Next year Gau-

For the past two years George Towns few takers. Beach started off again, pion met the ex-champion, Peter Kemp. has endeavoured to get a race against caught his man but was forced to stop Kemp won easily in 1890, and later in Gaudaur, and on July 1 last articles ing strength won through sheer courage. climb to the championship. Previous about three miles, with a turn at the

* How delightfully your dear daughter plays ways hold its place as one of the great. They had had one race together, a ter. Wagner. I'm afraid you've made a misCHRONOGRAPHS.

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Notes by the Way.

twenty-four hours.

station at Port Mahon.

the Colony this morning by the Empress of

Army Service Corps, who was D.A.A.G. 1

our local Race Meetings, is now an Assist-

during the year 1900, liquors were imported

into the Port of Manila to the value of,

wonder what on earth was done with so

On Wednesday, the 2nd inst., the

Officers, 22nd Bombay Infantry, the band

Officers of the Brigade will be 'At Home

one solid to four liquids.

to their friends.

ant Adjutant General in South Africa.

Lieut. Colonel A. H. Thomas, D.S.O.,

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LOCAL AND GENERAL

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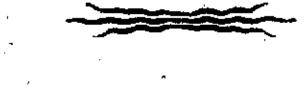
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MEMOS. FOR TO-MORROW.

Miscellaneous. Goods per Kumsang undelivered after Noon landed:

General Memoranda.

THURSDAY, October 3:-Goods per Trenkai not cleared after this date subject to rent. Goods per Bengal not cleared at 4 p.m. subject to rent. FRIDAY, October 4:-Noon .- First Meeting Creditors of Yil

Chan, No. 59, Second Street. Saturday, October 5 :-

THURSDAY, October 10 :-Noon.-Meeting of Union Insurance Society of Canton, Ltd., at the Society's Head Office. Sale of the British ship Celeste Burrill,



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THE HONGKONG DISPENSARY.

MARRIAGE.

On the 1st October, at St. John's Cathe dral, by the Rev. F. T. Johnson, M.A. George Harity, only son of George Dann, Modenhead, to Grace Minnie, youngest daughter of T. C. Sweet, Willesden Green,

Ber The involution of this issue commenced a^{\prime} 5.20 a.m.

The Olina Mail.

HONGKONG, TUESDAY, OCTÓBER 1. 1901.

EDITORIAL COMMENT.

When; at the outset of SURRENDERING the Boer was in 1899, a correspondent wrote to us in denunciatory terms

of the wholesale surrender at Nicholson's Nek, he, in furn, was denounced by several correspondents, who held that it was better to surrender with the hope of being able to fight again than to be killed or maimed by a hidden foe. Since Nicholson's Nek, there have been many humiliating surrenders, relieved, every patriotic Britisher must be thankful to say, by as many stubborn defences and notable victories against almost overwhelming numbers. Nevertheless, it has been a disappointing in Hongkong a few years ago and rode at feature of the present campaign that the British soldier has had to capitulate with a frequency never dreamt of inprevious campaigns, and it is little wonder that pessimistic critics are saying that a change is coming over the British | \$1,534,558' gold, and that flour was importrace and that we are less courageous in | ed during the same period to the value of the face of danger and less mindful of \$411,616 gold. The people will no doubt that quality which is comprehensively spoken of as 'honour.' Some people feel keenly the implied disgrace of surrender, and, whether it is reasonable or Hockey. justifiable, they cannot withhold the tribute of admiration for a man and Royal Navy will play the Indian Brigade soldier like Lieut.-Colonel Vandeleur, of Noon .- Meeting of Jockey Club, City | the Irish Guards, who is reported to have preferred death to surrender. That this spirit is not confined to the higher ranks we have already had ample testimony, and in a Pretoria despatch we read: -- Commandant Wolmarans, writing Salvage of 'Futami Maru.' about the fight at Brankhorst Spruit, mentions the bravery of Private Doolan, of the Constabulary. When surrounded by 15 Boers and summoned to surrender, Doolan called out, "Divil a surrender," and fought on, killing four Boers before he fell wounded, it is doro, and the last of the salvage had been believed mortally.' We take it that Doolan was an Irishman, or at least | hold of the Florence S. The salvage work of Irish extraction, and at a time when was undertaken and performed by Mr viction. the Irish political agitator is openly | Henry Woolfe. hobbobbing with our Boer enemies and communicating with ex-President Kruger and other Boer leaders, it is comforting to read of two conspicuous examples of Irish bravery. The follow- Virgie Rosser (member of the Australian ing letter, signed by 'Cecil Murphy, Major R.A., retired, appears in a London newspaper of the 27th August, and in Chapel in the Quartel de Espana on Saturreproducing it we can only express our profound regret that there should be

Australian Troupe Hymeneals. To the strains of Mendelssohn's 'Wedding March, Mr. Frank Finlay (Business Manager of the Zorrilla Theatre) and Miss Vaudeville Co.), says the Manila Times, of the 21st ulto., walked down the aisle of the day last, and were united in the bonds of holy matrimony by the Rev. Chas. Walkley. The wedding, which will come as a surprise to the friends of the contracting. parties, was the 'initial performance' of a series of matrimonial vows of the same nature which will take place in the near render' that is making the English future.

The Philippines a Paying Investment. It was some cynical wit who once observed that of all things which lie the worst three are facts, figures, and statistics -and the greatest of these is statistics. soon. I, who say this, have a son, a Nevertheless, says the Manila Times, of the 21st ulto., the latest statistical issue Africa. I have told him I would rather from the office of the Treasurer of the hear that he was dead, than that he had Philippine Archipelago comes with a certain feeling of comfort and reassurance, showing, as it does, that there is at present on hand in the traesury the snug little sum of \$4,712,611.26, in U.S. currency. This, moreover, is not all, as the actual amount, owing to appropriations which it has been found unnecessry to use, totals something like \$7,000,000.00.

Mr Chamberlain on Malaria.

Mr Chamberlain has sent a letter the Liverpool School of Tropical Medicine with reference to the action of the School in despatching Expeditions to the tropics to investigate the causes of malaria and other diseases. The Colonial Secretary expresses his appreciation of the continued efforts which are being made by the Liverpool School to discover the means of improving the conditions of health in British tropical Colonies, and says he has been glad to note the terms in which the School up for trial before the Magistrate this afterreferred to the assistance rendered by the Governors of the West African Colonies the Expedition under Major Ross.

> ENRICHED HER BLOOD. I had a bad attack of the 'Grip.'

and didn't feel like myself until I took Steams' Wine. It helped me wonderfully. My sister was so pleased with the good it did me that she took it, too. She was all dragged out, no appetite, and her blood was poor.

BETRY HARRESHAW, 718 Maple St. LOCAL AND GENERAL

A Dukedom for Lord Salisbury.

In order to expedite the work of dis-The Birmingham Daily Post seys that King Edward is likely to confer a Dukedomtributing this newspaper to subscribers on Lord Salisbury at the time of His Ma throughout the Colony, we are re-arranging the Districts of our delivery coolies. If jesty 's coronation. any irregularity occurs in delivery, we hope

A German Colonial Army.

change will be introduced in the various Count you Buelow, the Imperial Chandistricts in the course of the present month. cellor, is formulating proposals which he will soon submit to the German States, for the formation of the Colonial Army. The English Mail of the 31st August was delivered in London on the 27th Sept.

The Share Market.

The Potoi island pirates have been To-day, Hongkong and Shanghai Bank committed for trial at the October Criminal shares are quoted at \$6675 buyers. Hongkong and Whampon Docks at \$285 buyers, and Douglas Steamships at \$43, ex dividend There was one more fatal Chinese plague case in the Colony during the past

An Unstamped Receipt.

To-day, at the Magistracy, A. E. Holl-Señor Sagasta gives a categorical denial ings, of the Ice Depot, was, on the complaint to the statement that Russia had requested Spain for authority to establish a coaling of the Acting Collector of Stamp Revenue, fined \$5 for having, on 5th September, signed a receipt for a sum exceeding ten dollars His Lordship Chief Justice Sir John and neglecting to affix a stamp thereon. Carrington and his daughter returned to

The Command of the Troops.

To-day, H. E. Major-General Gascoigne, C.M.G., returned to the Colony after a brief and invigorating trip to Cauada. Colonel Brown, R. E., who has performed His Excellency's duties during his absence and the Officers of the Headquarter Staff went on board the Empress of China Statistical reports published, show that and welcomed their chief back to Hongkong. General Gascoigne resumed duty at once. Lady Gascoigne and Captain the Hon. H. F. Trefusis, A.D.C., also returned to the Colony.

much flour. The proportion appears to be The Commissioner of Weihaiwei. The appointment of Colonel Dorward as Commissioner of Wei-hai-wei is undoubtedly the best selection that could be made, says The Pioneer. "He has already acted as Civil and Military Commissioner of the on the Kowloon parade ground at 4.45 p.m. port, and probably knows more of; its By kind permission of Colonel Baillie and requirements and possibilities then any other man. It may be remarked that the will play a selection of music, and the Government seems still uncertain as to the value of Wei-hai-woi, and as to what shall be done with it. Its transfer to the Colonial Office was-recently-announced, and it appears that all work upon the fortifications On Friday, 20th ulto., the launch was stopped not long age. A curious rumour | Hunt and Bandsman Pearce sung Holdfast, belonging to the Compania Maritima, arrived in Manila with the ship that the British Government was to hand Florence S. in tow. Work had just been the place over to Germany on condition of completed on the Futami Maru, the the latter recognising our claim, whatever Japanese steamer wrecked at Punta it may be, to the Yangtze Valley, but as Calavite, on the north-east coast of Min-Gormany had nothing to gain by its acquisition, and nothing of value to offer in exsecured. This cargo was stowed away in the change, the report did not carry much con-

The Art Journal.

The September number of The Ar Journal (Messre H. Virtue and Co.), just to hand, opens with Mr Claude Phillip's illuminating continuation of the Hertford House Collection. The article, abundantly illustrated, is mainly about the great mas ter Antoine Watteau, the incomparable painter of Fêtes Galantes, who with his artistic descendant Fragonard, to be treated of in a separate article, remains the only French poet-painter of 18th century. There are nine Watteaus in the Wallace collection: no other single gallery, publior private, possesses such a peerless series Mr Geo. Montbard, equally facile with pen and pencil, tells us still further of Fez, the Capital of Morocco. Some remarks on Kaid Maclean, the celebrated Scot, now British Knight, and his reorganisation of the Moorish army, are full of vivid interest at the present moment. Samuel J. Hodson, R.W.S., as a painter of Romantis cities-Piazza delle Erbe, Verona : rue de la grosse horloge, Rouen ; Hôtel de Ville Brussels; Innspruck; Abbeville, market morning; -- receives exceptional treat ment at the hands of Mr Lewis Lusk. In the third notice on Decorative and Industrial Art at the Glasgow Exhibition, by Ma Lewis F. Day, we learn much concerning the huge forward strides that have been made, of recent years, in this welcome direction. Scenes of the Chase applied to Decoration, by Miss L. Beatrice Thompson, aptly illustrated, is not one of the least attractive features of this issue. The fronticepiece is a Rembrandt reproduction of Watteau's La Toilette. To our eye, the face of the nude figure seems slightly out of drawing; a fault which assuredly does not exist in the original. The number concludes with the usual Notes on Passing Events, exhibitions and other similar are

Nursing Mothers. The quality and quantity of an infant's

food is often seriously affected by the state of its mother's health who nurses it. Illhealth of mothers is frequently the cause of indigestion and diarrhoes in their babies which are nursed at the breast. Poor watery, unsubstantial and insufficient mill cannot proporly nourish; baby. Poor food will disorder the bealth of the child and will cause emaciation. Stearns' Wine of Cod Liver Oil increases the flow of milk, makes it rich, and at the same time builds up the mother's system. It enables the mother to get from her food the greatest quota of nourishment. It is sustaining in the highest degree through this trying period - a time when the organs of digestion and assimilation must furnish nutrition for both mother and child. At all Chemists, and Wholesale from A. S. Watson & Co., Ltd. Hongkong.

LOCAL AND GENERAL.

Up a Tree.

On Sunday morning, devout church, goers were astonished to see the door-plate of the 2nd Rajputs up a tree near the Mahomedan Mesque in Robinson Road, Kowloon. It had evidently been ! lifted form fts usual place at 'Durhar House' about the wee sma' 'cors, and it is suspected that. party of midnight roysterors, who had been making nierry on the Peninsula, was the agency in putting the Rajputs up a tree

Well-Deserved Promotion.

The Daily News-Advertiser of Vancouver says :- The friends of Mr Headley T. Richardson, late Chief Engineer of the steamship Empres of China, will be pleased to hear of his promotion to the position of Superintendent Engineer of the C. P. R. Company's steamships. Mr. Richardson has well earned promotion, he being the senior marine engineer in the Company's service, having served in the old steamship Abyssinia, the first vessel to arrive in Vancouver, in May, 1887, of the line of chartered steamers which were the pioneers of the Empress fleet. Mr Richardson joined the Empress of India while she was being built at Barrow-in-Furness, and has since sailed on all three of the Empresses.

Concert at the Soldiers' Club. A capital concert took place last even;

ing at the Soldiers' Club, Queen's Road

West. His Excellency the Governor, hav-

ing intimated his intention of being present he was welcomed by a flourish of trumpets Colonel Brown, R.E., Commedore Powell and all the leading naval and military officers were present and helped to swell the throng which filled the hall. The stage was handsomely decorated and the arrangements for the concert were perfectly in every detail. Mr Alec Marsh, whose name is a household word in local musical circles, delighted the audience with four songs, his accompaniments being played by Mr G. Grimble. The reception he got on each occasion was sufficient proof of his popularity and his excellent singing. All the other items were accompanied by the orchestra of the Royal Welch Fusiliers. Comic songs were sung by Sergeant Farmer, R. W. F., Private Kent, R. W. F. and Private Byles, R. A. M. C., and the choruses in each case were heartily taken up, by the audience, master Moir, Sergeant Adams, Sergeant was recently current in China to the effect | glee entitled " With Hawk and Hound," and a trombone quartette by members of the R.W.F. band was very well received. From beginning to end, the concert was a great success. Second Lieutenant Garnett, R.W.F., Hon. Secretary and Treasurer. and Bandmaster Moir, who were responsible for the general and musical arrangements respectively, deserve a word of praise for their-work,

A Refuge for Incapables. Like the Stage, the Army suffers from widely disseminated view that anyone can without any special qualification. In the one profession (says Free Lance), all that appears necessary is to go on and speak lines, in the other follow the routing, and as soon as the irksome 'duties' are over. put on 'mufti' and become civilian again. In the former case this erroneous view. beyond occasionally trying the patience of a long-suffering audience, is not productive of any very evil consequences; but in the latter, a man on active service suddenly finds himself confronted with the task of providing for the welfare of hundreds of men in a lower station of life, and holding their lives in his hand. It is at once apparent that a very special training and experience is necessary to fit a man for the burdens of this responsibility. There is one way out of the difficulty that, however much pain it may bring to the dilettante section, commends itself to thinking mon. and that is to make everyone desirous of obtaining a commission serve in the ranks for at least one year. Anyone who has had much dealing with Tommies know that they have a wholesome respect for the maker.' In the first place, he is well up to their little games, and 'yarns' seldon go down. In the second, he knows from experience how to look after the men's rations, clothing, and general comfort. In town in the Midland Sea. Whilst the Imthe third, he would not have obtained his commission and worked his way up through all the grades without giving proof of expansive policy in the Far East, the concernational shility. Respect and admiratory had a right to expect that its diplomacy exceptional ability. Respect and admiration are generally convertible terms with obtaining, or in preparing the way for ob-Mr Tommy Atkins, and he is much more fairing, those points d'appio along the inclined to like a good soldier than a good | Eastern Ocean highway which are absoluted by indispensable to the independent fellow. In the present campaign it is a maintenance of free communication universal opinion among returned troopers between European and Chinese Rusthat the commanders who obtained their there is no sharply defined line between commission from the ranks made the best Russian political tasks in the Near East officers. In some cases they remained in the | and the Far East. The Russian journal same company without the slightest awkwardness in the relations on either side. If the Army instead of a pleasant means consolidation of Russia a influence in the

TELEGRAMS.

LEUTER'S SERVICE.

BRITISH SOUTH AFRICA.

London, 28th September, 1901. The garrisons of Forts Itala and Prospect, on the Zululand border, have gallantly repulsed an attack of Commandant Boths in force, inflicting heavy loss on

THE AMERICA CUP RACE.

London, 29th September, 1901. The first yacht race for the America Cup. 15 miles outward beat and roturn, has been re-sailed, and won by the American yacht Columbia, which crossed the winning line 37 seconds ahead of Shamrock II, thus winning independently of the time allowance.

MODERNIZED NURSERY RHYMES.

TAA, DAA, BLACK SHEEP (a dialogue). Bak, ban, black sheep, have you any wool?' Yea Sir! No Sir! Three bags full! I wish you'd let me have some, to pulk across the eves Of our esteemed inspectors, who the build-

Ban, ban, black sheep, a house I want to A cheap one, whose walls with old rubbish

ings supervise."

can be filled: But now, I foar, the Council, who of Inte have talked so large! In a fit of absent-mindedness their duty might discharge.

Baa, baa, builder, you are a simple feel, To dream there's any need of your manipulating wool: You go and build your houses, I'm quite convinced you'll find, Without external aid of yours, the Council will be blind."

Bun, ban, black sheep, thank you very I see with the times, Sir, you always keep And so forthwith he built them, and ere a year clapsed. The whole row of houses, like match wood had collapsed. DOLLY.

RUSSIAN COALING STATIONS.

The Odessa correspondent of The Standard wrote on the 25th August :--

In Government circles at St. Petersburg. the question is again seriously agitated of m providing conling-stations in the Red Sea and Indian Ocean for the Russian Pacific Squadron, and for the Volunteer Fleet cruisers. At present Russia possesses not a single coaling-station of her own along the whole ocean highway of ten thousand sea miles from St. Petersburg or Odessa to Port Arthur. It is scarcely matter for surprise that, with the rapidly increasing maritimo intercourse between European Russia and the Far East, the Imperial Government should now attach the very highest importance to the necessity of provid-ing her own coaling stations on the Eastward route. Some time ago it was reported in the foreign Press that Rahaits, on the Red Sea, was about to be acquired by Russ'a. but there was no foundation for that state-

In connection with this question, the enter it without much previous training, or Russian Admiralty has recently been studying the Red Sea and Indian Ocean charts. and has found that there are several commodious locations on the Arabian coast. such as, for example, the Farean Islands, belonging to Turkey, where a coaling station might be acquired on a lease from the Porte. In the Straits of Bab-el-Mandeb, also, on the coast owned by France, it were possible to find a sufficiently convenient site; and at the junction of the Red Sen with the Indian Ocean there is the group of Sunda Islands, where a good location is to be found. Of course, Noval experts would have to be consulted and surveys made before finally fixing upon the more commodious and desirable points for coaling-stations, and the next procedure. possibly one of some difficulty, would be the means and ways of obtaining possession of the chosen sites.

For the moment the Russian Government s primarily anxious to obtain the acknow. ledgment, en principe at least; of the Powers of the reasonable and pressing necessity of this country obtaining its own coaling stations on the Far Eastern route. slike for the accommodation of its rapidlyincreasing, maritime traffic with Russian China and of its Pacific Fleet, On the following day, the same corres ondent wrote :-

Recently it was the grievous necessity of a Russian coaling station in the Red Sea which agitated the St. Petersburg Press to-day it is the same desideratum in the Mediterranean that calls forth the clamorous lamentation of Prince Uchtomsky in the Viedomosti. The real value of Russing position as a Great Pacific Power cannot e fully realised so long as she does not possess a calling and coaling station of her perial Governments has been straining its best efforts, and unstintingly lavishing enormous sums in the furtherance of its would have been no less successful in The opening out of China and Japan to International Commerce, the spreading and If the Army instead of a pleasant means of killing time, is to become a serious profession for the purpose of killing our enemies, it is as well that the officers should pass through the test of serving a world policy and consequently.

A WORD TO TRAVELLED:

THE excitement incident to covelling and change of food and water of covelling and change is of covelling and change of food and water of covelling and change is food and water of covelling and change is food and water of covelling and change of food and water of covelling and change is food and water of covelling and change of food and water of covelling and change to Russian change in the cover of covering the coverin

A Pew Doors East of Hongkong Hotel

Agents at the Coast Ports. A. S. WATSON & Co., Limited.

Robberies on an 'Empress.' The Vancouver Daily News-Advertises of the 4th September says :- Two robberies

even the semblance of an excuse for the

publication of such a letter:—Is it not

time that some serious steps should

be taken against the scandal of 'Sur-

Army a bye-word? If one or two

officers were tried for cowardice after

surrender, and, if found guilty, shot, it

would put a sudden stop to it, restore

our good name, and end the war very

Captain of Militia, on service in South

made one of these disgraceful surrenders.

were reported to the police yesterday. The scene of the first, was aboard the R. M. S. Empress of China, some one having broken into the cabin of one of the officers and stolen his cash-box, containing \$77 and some valuable papers. In the other robbery an even larger sum of money was secured, and Mr J. Green, a visitor to the City, lost \$100 and a valuable ring. A foreigner named James Butler was CHATEAU LA TOUR CAR- later in the day on suspicion of being connected with this latter robbery. A Portuguese was also placed under arrest during and CHATEAU LAFITE are the afternoon on the charge of stealing a watch in a down town saloon. The man, who gave his name as J. Morris, will come

> STRICKEN WITH PARALYSIS. HENDERSON Grimett, of this place, was stricken with partial paralysis and completely lost the use of one arm and side. After being treated by au eminent physician for quite a while without relief, my wife recommended Chamberlain's Pain

Balm, and after using two bottles of it he Man, Logan Co., W. Vs., U.S.A. Several other very remarkable cures of partial paralysis have been effected by the use of this limiment. It is most widely known, however, as a cure for rhedmatism, sprains and bruises. Sold by All Dealers, WATKINS 1607 & Co., Ltd., General Agenta.

THE RISING AT HSING-NING. POLITICAL AND TRADE PRO-

The following additional particulars of the Triad Society rising in the Hsing-ning District of North-eastern Kwangtung have been sent to us :---

The Triad Society has had a strong footing in this district for a long time, and local rebellious outbreaks are of very frequent occurrence. In less than three years, of over thirty years' Consular work in the Foreign missionaries at work there have had to flee for their lives four times.

The district, which consists of a vast i plain, is very populous, and has suffered the position in China is to-day far worse alternately from floods and droughts, whereas, on the surrounding uplands, the presence of the foreign troops, the Chinese people are not only better off but more contented with their lot. In the main, however, much suffering is caused by the misrule of oppressive and unjust officials! The identical, but recent events have shown misrule, coupled with the recurrence of more clearly to the Chinese how divergent had times, makes the people ready subjects | ed the many jealousies existing between for sedition; and the feelings of the peo- the Foreign Powers consequent upon the ple are played upon by a few bad characters whose names are well-known and on whose Powers pulled together. Now they know heads a price was set long ago. They have from personal observation that this is not forfeited their lives again and again, but so, and they feel that the scramble for have never been captured. Like Hal o' unveiling of our divergent interests, the occurred, gave out one of the clearest acthe Wynd, their hands are against every | Chinese have also had an object lesson in | counts related so far. He said :man's band, and so they live an outlaw existence, formenting popular risings against unpopular officials as the opportunity troubles will be the extent to which all offers. The people, who suffer in the long run, are afraid of them; the officials have no force sufficiently large or courageous to proceed against them in their hiding-places. These local banditti keep up the fear they have inspired by occasionally murdering some poor villager suspected of aiding the officials to bring about their capture.

With regard to the present rising, the trouble has been browing for several months. The missionaries have been told frequently that the movement has no antiforeign intent. But the device of the rebels is said to be :- 互清滅夷 'Exchange the Manchu Dynasty (for the 11) and destroy the barbarians.' A can hardly be considered a mistake for the-nor can it has been suggested.

As the missionaries have been received population and are on good terms with the majority of them, they always get timely notice when the marauders are on the warpath, and so, on the whole, do not live in the circumstances. The officials have like assurances are volunteered by strong factions of the people; but as the situation appeared to be growing more serious of late it was thought advisable to send the ladies away to a safer place, and so Mr and Mrs Maier and Mr and Mrs Ebert got two boats at Hsing-ning, and arrived safely at Kia-ying on Sunday, 22nd Sepoverland, because Mr Maier and Mr Ebert | Chinese mind nothing but an admission intended to return to their mission station

They had prepared to start for the 24th September, but on the Monday evening got notice that it would not be safe to do so, and on the following morning they heard that the mission station had been down. The party, thereupon, go down to Swatow accompanied by Mrs Schultze and child. Mr Schultze, Mr Kustler and Mr Run. minger were left behind at Kinyingchow. the usual kindness at the German Consulkong by the Douglas steamer. Haiching, which arrived this morning.

kong when Messrs Maier and Ebert tives over the Government that employ left Heing-ning. He was the nearest scene of the outbreak. leaving his station that Sunday afternoon, he met some rebels dividing their sporl. Happily, he was on horseback, and I should say that China has not the least inso escaped. He arrived at Piang thong in the evening at eight o'clock, and at once went on to Sin-pi, an out-station on the other side of the river, where there are no. rebels. Thence he started for one of the Basel Mission stations in the Chong-lok | which has been left by the foreign Expedi District, and is probably all right.

As soon as the matter was reported to the German Consul at Swatow, he induced the Chinese authorities to send 900 soldiers from Chowchow-foo and 700 from Weichow foo.

We learn that the rebels attacked Hsingning city, but were reputed with a loss of 10 killed and 4 captured. They afterwards collected their forces, and prepared to march upon Shak-ma, where the local particular district to inscribe their name in militia is not strong enough to withstand them. The militia of Kiaying chow has Powers in China, Mr Brenan said, in conbeen sont out against the rebels, and if they are properly led the rebels should be defeated by this time if not wholly dispers- las the Chinese Government is concerned,

Thountes are like babies they grow larger by nursing.

All Sydney is laughing over the case of man who, meeting his wife in one of the main streets after a separation, affectionately kissed her, and was promptly arrested and subsequently fixed for motous be-

CHAMBERLAIN'S COUGH REMED! SAVED HIS BOYS LIFE

Delieve I saved my (nine year old) boy' Oreck, Wis. U.S.A. "He was so choked attributable to the progress of the other up wait record that he could not speak." Powers The general opinion among the this morning publish long accounts and Duchess of York would not visit the United States, it being their purpose to that we are not making the most of our president McKinley's life.

by All Dealers, Warring & Co. (Ind., opportunities, and they hold that more than the progress of the progress of the most of our president McKinley's life.

The Dealer are the progress of the other London, Sept. 7.—All the newspapers on board the Compania, said that the Duke and Duchess of York would not visit the United States, it being their purpose to visit only British presentations and they hold that more than the Duchess of York would not visit the United States, it being their purpose to visit only British presentations. The Dealer and they hold that more than the Duchess of York would not visit the United States, it being their purpose to visit only British presentations and the Compania, said that the Duke (In English and Chinese.)

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SPECTS IN CHINA.

Interview with Mr Byron Brenan.

Reuter's representative has had an inter view with Mr Byron Brenan, C.M.G. British Consul General at Shanghai, who has just reached England, on the conclusion China. In reply to questions Mr Bronan

*From the standpoint of foreign interests than it was before the International Occupation. To begin with, as a result of the are now better able than ever to play off one Power against another. Formerly there was an impression that foreign interests were, at any rate, to a certain extent those interests really ato, and have reveal various lines of policy followed. At one time the people believed that the Foreign China has already begun: But beyond this the powerlessness of united Europe to put I stood about two feet from the Presideffective pressure upon the country.

*One of the chief results of the recent those Powers who value trade relations with China must necessarily suffer by the imposition of higher tariffs in order to pay the indemnity. It would have been in every way better if the Powers had foregone all claims for a pecuniary indemnity. For who will provide this? Not the Chinese: It would appear on the surface as if China had to pay something like £60,000,000; but, as a matter of fact, the greater portion of this

will be derived from foreign trade, in which Great Britain has by far the greatest inturest; so that, to a large extent, we are practically paying the indemnity out of our own pockets. But, as a set off against this, our commercial position will undoubtedly be improved after the revision of existing Treaties by the removal of all ambiguous clauses. As our interests in China are chiefly commercial, we shall then have an opportunity of removing many obstacles inthe way of our trade. That is, of course, if we continue to treat China as a nation that has to make amends to us. If we enter into the negotiations as between two Powers be said to be used in a friendly sense, as who must proceed on the quid pro quo principle, China will probably get more out of us than we out of her, for we shall keep to our undertakings, whereas China will in a friendly manner by all classes of the not hesitate to render nugatory such concessions as she now feels it expedient to

> make to us. Dealing with the attempts of the Chinese to evade certain Articles of the Protocol Mr Brenan said :---

'I have already pointed out how very in such an anxious state as might be expected little China has really been made to suffer for the so-called "Boxer outbreak," and the only way to ensure her compliance with repeatedly promised to protect them and the very lenient terms imposed upon her is not to remove the pressure until she has accepted the terms and has begun to give effect to them, and then, at the first sign that she intends to be faithless to her pledge. to recall her to her obligations in such an emphatic manner that a second lesson will

'For the purpose of guarding the Legations, the foreign troops to be left in Pekin will be probably more than sufficient, but to remove troops before China has carried out tember. Their horses were brought down her engagements to the letter is to the that the Foreign Powers are not earnest. Already, it is to be foared, China suspects that most of the Foreign Powers are as anxious to have done with this troublesome business as China is her-

self. As it is, many of the Clauses of the Protocol amount to very little. In the matter of the punishment of the leaders of the late movement, what do we really know except that two of the ringleaders have been decapitated? For the rest we have nothing but Chinese assurances. The Clause preventing the importation

of arms and ammunition cannot have been seriously meant, because, as every one conversant with the number and extent of Chinese ports knows, this is a physical In Swatow, the party was received with impossibility. It is out of the question that Foreign Powers should supervise the work of the Customs Houses, and although ate, and passages were booked for Hong- the Customs Service is made up of Europeans, under a British Inspector General, the members of the Service are Chinese employés, who must be loyal to their paymas Mr Kutter was still at his post at Lo- ters. They cannot presume to act as detecthem. It could never have been intended to enforce the Clause, because can be so easily evaded. Meanwhile, the various arsenals in China, so far from closing, are working hard, and when I left, the Shanghai Arsenal was working double time. tention of making an organised attempt to oust the foreigners for a long time to come but while this may apply to the Goverment, there is a very hostile feeling among the people in many parts of North-China, and a good deal of local disturbance may be expected as a result of the legacy of hate

tions in the country districts. But the Chinese Government has no desire that local disturbances against foreigners should succeed, for they know that they will again be held responsible. Probably, for this and other reasons, it will suit the Chinese to assist in preventing the importation of arma and ammunition. If this is not so the Clause in question is of no value, as foreig ners cannot cusure it being carried out. The Clause forbidding the holding

examinations can also be most easil evaded by allowing candidates who wil now be departed from competing in any the register of the neighbouring district. Discussing the position of the various clasion :--

than any other Power in China, and, so far, can do practically what she likes. Next in the estimation of the Chinese is Germany, who, both politically and commercially, is extremely active. So much is this recognised that China will now give way to Germany whenever she thinks the Em-

peror's Government is in carnest.

President should be ascertained. Guards Next on the list probably comes Great were stationed, and no one was permitted to Britain, Perhaps the reason why we are not at the top of the tree may be found in the fact that we have always been anxious to do the fair thing where other countries have not been so punctilious in securing what they considered they were justly entitled to have. Any loss in British prestige is not so much because we have receded as remarkably well, and displayed the utmost because other Powers have appeared on life this winter with Chamberlain's the scene and come abreast or ahead of us. Cough Remedy, says A. M. Heppe, Rio. This is not the fault of our policy, but is

ing difficulties in our way. arrived at the conclusion that America has | Christendom a great stake in North China, and probably she will be the greatest sufferer by the closing of Manchuria to foreign trade.

THE ASSASSINATION OF MR McKINLEY.

Graphic Description of the

Buffalo, Sept. 7 .- On many material points, and particularly the utterances of the President after he was shot, the witnesses of yesterday's tragedy at the Temple of Music fail to agree. The action of the tragedy was very fast, and its commission was followed by a scene of confusion, in which it was difficult either to see or hear with accuracy, however close one stood to the President and his assailant. . It is now conceded that the President did not say, Daily News says it thinks the growth of the 'May God forgive him!' after he was shot, and it is agreed that his first audible speech was a reference to his wife—'I trust Mrs McKinley will not be informed of this; at

least I hope it will not be exaggerated. A newspaper reporter, who stood just behind the President when the shooting

ent and saw Uzolgosse approach him. latter had his right hand drawn up close to his breast, and a white linen handkerchief wrapped about it bore the appearance of a bandage. He extended his left hand and I am quite sure that the President thought that he was injured, for he leaned forward and looked at him

IN A SYMPATHETIC WAY. When directly in front of the President Czolgosse threw his right hand forward and fired. I saw the flash and smoke, followed by the report, and heard the second shot. Instantly John Parker, the colored man, and Secret Agent Foster were upon Czolgosse, and bore him over, and seemed to be trying to get hold of the revolver. Czolgosse still retained a hold on his revolver, and seemed to be trying to get

his left.arm free to fire again. The President did not fall. He raised his right hand and felt his breast, but seemed to be maintaining his upright position only by a wonderful effort. I am sure that he did not speak at that moment. He gazed fixedly at his assassin, with a look which I cannot describe, but which I shall never forget, and in a moment reeled back

into the arms of Secretary Cortelyou. Czolgosse's revolver had by that time been knocked out of his hand, and some one had picked up the hundkerchief, which lay at his feet. Czolgosse was picked up, forced back, and again knocked

Mr Cortelyou and Mr Milburn supported the President and led him to a chair. I heard him ask that the news be kept from his wife, and a moment later, when Secretary Cortelyou asked him if he felt | bristle (Fifeshire) colliery disaster. much pain, he said:

"This wound hurts very much." He seemed to be fairly easy, as he rested n the chair, and some of the fading color came back to his face. He reached his right hand inside of his shirt, and when he withdrew it his fingers were TIPPED WITH BLOOD.

He paled again at the sight of the blood, and I think he fainted. Senor Azpiroz, the Mexican Minister, roke through the crowd, and, rushing up the President, cried :

'My God, Mr President, are you shot?' The Minister seemed about to throw himself at the feet of the President, and was estrained. The President's answer came very slowly, and in a halting subdued voice.

'Yes : I believe I am.' The President was attracted by the scuffle of the officers, who were dragging the would-be murderer away, but he did not speak. His head rested on the arm of Mr Milburn, and he seemed only partially conscious. His courage was superb, and while he was conscious he was master of pain which he suffered. When the ambulance came, and a stretcher was brought in, he started forward, and partial- of Pittsburgers, represented by Mr William ly regained his feet unassisted. I heard not a word from the assailant of the President. He was struck down the moment he fired the second shot, and if he did

the very rough treatment he was receiving. THE PRESIDENT'S ASSAILANT was hustled to the rear of the building by history was thus consumnated. Exposition guards, where he was held turned over to Superintendent Bull, of the Buffalo Police Department, who took the prisoner to No. 13 Police Station, and later | Kingsley in communication with his prin-

As soon as the crowd in the Temple of the \$150,000 of British money was awaiting Music had been dispersed, sufficiently, the their convenience. President was removed in the automobile | Mr Kingsley, on his part, agreed to ambulance, and take to the Exposition accept a certified cheque for the ful Hospital, where an examination was made. | amount of the American side of the wager. The best medical skill was summoned, and The firm of Darr, Moore & Brydon, whose within a brief period, several of Buffalo's | name has been mentioned as the probable best-known physicians were at the patient's stakeholders, declined to hold the stakes,

The President retained the full exercise minent in financial circles, and who is of his faculties until placed upon the operating-table, and subjected to anaesthetics. Upon the first examination, it was ascertained that one bullet had taken effect in the right breast, just below the nipple, causing a comparatively harmless wound. The other took effect in the abdomen, about four inches below the left nipple, four inches to the left of the navel and about on a level with it.

THE SECOND BULLET-WOUND was probed. The walls of the abdomen were opened, but the ball was not located. | wager is simply \$150,000 to \$250,000 that the The incision was hastily closed, and, after a | Shamrock lifts the cup. There are no conhasty consultation, it was decided to remove | ditions as to accidents. Both Mr. Mustin the patient to the home of President | and Mr. Kingsley, the brokers for their Milburn. This was done, the automobile | respective syndicates, will receive handsome ambulance being sent for the purpose. commissions. When the patient arrived at the Milburn residence, all persons outside the medical whole amount in case the Shamrock wins, attendants, nurses and the officials im-Russis, of course, has more influence | mediately concerned, were excluded, and losing. the task of probing for the bullet, which had lodged in the abdomen, was begun by

Dr Rowell Parke. When the news of the crime was telephoned to the home of President Milburn. where Mrs McKinley was resting, immediate steps were taken to spare her the shock of a premature announcement of occurrence, before the true condition of the

approach the house. When it was decided to remove the President to the Milburn residence, the news was broken to Mrs. McKinley as gently as might be by the members of the Milburn family. She bore the shock

British Sympathy.

officials who obstruct our trade. There world learns to-day that another distin- Royal—couple to visit them. They were To-day's Advertisements giving the Chinese to understand that they long list of rulers who have fallen victims offence will confine their tour to British have far more to lose than to gain by putt- to the insensate wickedness of the assassin. dependencies. The most unfeigned and heartfelt sympa-The United States lately seems to have thy will go forth from every family in

TO MRS MCKINLEY in this, her hour of deepest affliction and trial. Americans will acquit us of all sus picion of insincority when we claim that the blow will be felt with equal soverity in Great Britain as in the United States. - The Daily News says : * This ghastly out

rage, by which a grave, upright governor o men perishes, as Lincoln and Garfield perished, in the execution of his duty, comes home to the hearts of Englishmen with inexpressible poignancy. We are proud of America, and an act like this, which plunges the Republic into bitter grief, reminds us as nothing else can do. that we are members of the same house, bone of their bone, flesh of their flesh. The death of no public man, outside of this. country, could affect us like the death of

the American President. While denouncing in the strongest terms the madness of Anarchistic crimes, the Trust system is a perpetual danger to the American Commonwealth.

LATE TELEGRAMS.

Danish West Indies Deal Through

London, Sept. 2.—A despatch to a News Agency from Copenhagen to-day says that the new Danish Ministry has decided to accept the United States offer of 16,000,000 kroner (about \$4,600,000) for the Danish West Indies, thus announcing as an accomplished fact what the despatches of the Associated Press said that the Ministry would do.

An Archdeacon's Sad End. Sept. 3.—News has reached London that

the Venerable William Pelham Burn, Archdeacon of Norfolk, has been killed in the will converge there to be repeated. Foundered in the Black Sea.

Constantinople, Sept. 2.—The Belgian steamer Nourammoure, whose loss, while bound from Batoum for Bombay, was reported yesterday, foundered in the Black | the World's Championship, and \$1,000,

Sea, during a terrible storm. Oil Struck by Lightning.

Olean, N. Y., Aug. 31.—Two large oiltanks near this place were struck by lightning this morning, and were totally de- the word at 11.40 a.m. and from that stroved. One of them, owned by the Standard Oil Company, had a capacity of 35.000 barrels, and was nearly full of oil. five lengths at the turn, which Gaudaur The other tank burned was owned by the National Transit Pipe-Line Company. The | could easily have pulled out and won by a total loss is about \$75,000.

Valour Rowarded. London, Sept. 2.—Mr. Andrew Carnegie has given £100 each to Sheddon, Law Jones and Dick, four miners who displayed conspicuous bravery in the rescue of their

comrades at the time of the recent Doni The Claims Commission. Washington, Sept. 2.—Ambassador Choate has cabled the State Department

'The South African Commission will receive no further claims after September

from London, under date of August 3rd, as

This commission is dealing with the claims of foreigners on account of damages n the Boor War. British Customs Collections.

London, Aug. 31. - The British Customs collections for the tiscal year, 1900-01, were £25,270,959. This is £3,227,487 more than for 1889-1900 and £2,650,959 more Mrs Crossus: They say Mrs Chillinbly than the Budget estimate. The Inland Revenues collected by the Customs were Gadfly: Indeed, yes. I believe she will Store Officen, H.M. Naval Yard. To £7,227,977, an increase over these of 1899-

The principal Customs increases were: Tobacca, £1,952,656, and tea, £1,635,569.

A Gigantic Wager. Pittsburg, Pa., Sept. 3.—The great international yacht bet of \$400,600 between an English Syndicate, represented by Mr Walter Kingsley, of London, and a group I. Mustin, was finally arranged this afternoon. The entire sum was deposited in the hands of the stakeholder, Mr Kingsley turning over \$150,000 in British bankspeak, it was probably in an exclamation at | notes, and Mr Mustin giving a certified | cheque for \$254,000.

What is said to be the greatest bet in Both Mr Mustin and Mr Kingsley arrived while the building was cleared, and then I here this morning. Mr Mustin coming from Asbury Park, and Mr Kingsley from New York. Mr Mustin promptly but Mr. cipals, who were speedily convinced thet

but suggested the name of a citizen pro known as far as London, asa possible stakeholder. This gentleman consented to become stakeholder, upon the condition that his name should be withheld from the public, as he does not care to share in the publicity now enjoyed by those Pittsburgers who crossed in the Deutschland. The bank-notes and cheques were carefully examined and pronounced satisfactory, and Mr. Kingsley's credentials were Upon arrival at the Exposition Hospital examined. The stake is to be paid within one week after the concluding race, the place of meeting to be New York. The

> Mr. Kingsley is to get 5 per cent, of the TSANG FOO & CO. MHE Company's Steamship and 2 1-2 of \$150,000 in the event of her

The 'Islander' Enquiry.

Victoria, Sept. 14,-The investigation into the loss of the steamship Islander began to-day. A number of witnesses were examined. The Pilot practically told the same story as given in the interviews; donying all reports that he and the Captain were under the influence of liquor. Mate Neurotaes, Watchman Ward, Chief Engineer Brownles and the other engineers, Pureer Bishop and Quartermaster Ferry also gave evidence. The evidence differed little from that published in the interviews, but the majority of the witnesses denied the charges that the Master and Pilot were

The Royal Tour.

New York, August 31. - Lord Strathcons and Mount Royal, Canadian High Commissioner in London, who arrived here to day

Mr Yerkes in London.

London, Sept. 5. - Mr Charles T. Yerkes to-day secured control of the projected Brompton-Piccadilly Railway, with a capital of £2,100,000. Work will be commenced immediately. The road will be worked in conjunction with Mr Yerkes' Charing Cross-Hampstead line, and the District

Mr Yerkes has purchased all the stock of the Brompton Road from the Brush Elect rical Engineering Company and Walker Company, of London. The price is not The acquisition gives Mr Yerkes system almost complete control of London's rapid

The Pacific Cable.

Washington, Sept. 4.—An interesting report showing the work on the British trans-Pacific cable has been received at the State Department from Consular Agent Robinson at Norfolk Island, under date of June 20.

The report states that on the passage

across to Norfolk Island from Brisbane, Australia, soundings were taken every ten miles by the British cable steamer Britannia, which is being used to mark out a track for the cable. About a hundred miles from the Coast an obstruction was met with in the shape of a range of submarine mountains lying directly in the track, and a deviation to the south had to be made in orobtained was 2,800 fathoms, and the most shallow 237 fathoms, the latter being the depth recorded when the ship was right above the tops of the mountains. It has been decided to land the cable at Anson Bay, on the west side of Norfolk Island. Anson Bay is six miles from Kingston On SATURDAY NEXT, 5th Oct., settlement, and a cable house is to be built close into the shore.

Norfolk Island will be one of the most important stations of this cable route, as all THE messages to Australia and New Zealand

The Sculling Championship.

Winnipeg Sept. 7.—Jake Gaudaur Champion Sculler of the World since 1898 was easily distanced by George Towns, the Australian, in their three miles match for which was pulled off on the Rat Portage course to-day, after three postponements The lake was in fair condition, and the race was witnessed by a large crowd. Towns secured a good lead when Referee Galt gave time the Australian and English champion was never headed. Towns had a lead of reduced to three on the home run. But Towns greater distance. The official time is given

Gaudaur was the first to congratulate Towns on his victory. The pluckly Aus tralian has gained many friends since his arrival at Rat Portage, and clearly out classed Gaudaur. He will probably row Durnan of Toronto, an exhibition race before returning to England. Sullivan, Towns' trainer, made a pile of money on the race. He wanted odds of 2 to 1 up to this morning, when he accepted a number of wagers at even money.

Helen: 'I should like to do something that would make him miserable for life.' ence: 'Why don't you marry him, pet?' 'You said you were going to marry an TEAK

'Well, isn't he an artist? He draws from | Camphon Wood ...

hardly look at herself in the glass. be provided with a statement shewing the In the treatment of consumption, genera debility, loss of appetite, despondency, and all disorders accompanied by loss of flesh

and strength, Stearns' Wine

stands without a peer. There is no remedy so good; none so nice. Sold by all chemists wholesale from A. S. Watson & Co., Ltd.

Hongkong Register

	Previous rlay at 4 p.m.	On date at	On date at
Barometer	29.96	30.00	29.90
Temperature	80	81	81
Humidity	63	57	62
Direction of } Wind }	$\mathbf{E}^{(i)}$	E	E
Force	2	3	2
Weather	$\sim \omega^2$	C	C
Rain		·—	<u> </u>
	-		

Highest open air temperature on the 30th83 Lowest open air temperature on the 30th76 Hongkong Observatory, 1st, Oct. 1901. F. G. FIGG, First Assistant

NAKAZAWA,

DEALERS IN CLOISONNE, SATSUMA, LACQUERE

Captain Davis, will be despatched for BRONZE WARES TEA SERVICES, PORCELAIN GOODS PICTURE FRAMES AND ALL KINDS OF JAPANESE FINE ART CURIOS AT MODERATE PRICES.

11, BEACONSPIELD ABCADE. Opposite CITY HALL. Hongkong, August 6, 1901.

TELEPHONE No. 329.

SAM WING HING, COAL MERCHANTS, No. 48, Des Voeux Road, Central. Hongkong, September 21, 1901. 1958

THE REVENUE OF CHINA

SERIES OF ARTICLES Reprinted from. 'The China Mail.' WITH AN APPENDIX.

he had at the Office of This Paper. Messes. Kelly & Walsh, Led. And Messre. W. BREWEE & Co.

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THE FOOTBALL SEASON

FOOTBALL

SKETCHES

H. A. BEYDEN,

CAPT. PHILIP TREVOR. GUY BOOTHBY,

C. W. ALCOCK C. E. BENSON, HARRY TREVOR, HORACE G. HUTCHINSON.

> A Series of Eight Novel Foothall Sketches will be published in the Columns of the China Mail.

The First of the Series will appear

"RIGHT FORWARD" OF THE FORESTERS,

HORACE C. HUTCHISON.

FOR SALE. FEW WELL-BRED SCOTCH

COLLIE PUPPIES. Apply 'A,' 'CHINA MAIL' Office. Hongkong, October 1, 1901.

> KULANGSU, AMOY. FOR SALE.

FIETACHED DWELLING-HOUSE,

known as 'SALTERTON,' situato near the Recreation Ground—contains 8 rooms, also Bathrooms, Kitchen, etc. wide verandas, and good-sized garden. Permission to view can be had from the I Tenant.

Apply to F. R. JOHNSON, Hongkong, October 1, 1901.



MENDERS invited for the SUPPLY to H.M. NAVAL YARD of the Undermentioned MATERIALS for ONE YEAR

from the 13th October, 1901:-BAULK, THICKSTUFF, artist, and now you're engaged to a dentist.' AMERICAN FIR ... SCANTLING. PLANK AND BOARD.

HARD WOOD Forms of tender and information in reis gard to the conditions of contract &c. can the most exclusive woman in society.' Mrs be obtained on application to the NAVAL enable tenderers to estimate what stocks they would be expected to keep, they will

> expenditure of the different descriptions of timber during the twelve months ending. 30th June, last. A deposit of one hundred dollars will be required with each tender, but this will be returned on the acceptance or rejection of

The tenders, which will be received till Noon of the 4th October, 1901, should be sealed and addressed to the Commodore,

H.M. Naval Yard. Hongkong, October 1, 1901.

ZETLAND

No. 525, E.C. REGULAR MEETING of ZETLAND A LODGE will be held at FREEMASONS HALL, Zetland Street, TO-NIGHT, the

1st Oct., at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to

POSTPONEMENT.

Hongkong, October 1, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED. FOR SWATOW. THE Company's Steamship

the above Ports, on THURSDAY, the 3rd Inst., at Daylight. For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.,

General Managers.

Hongkong, October 1, 1901. THE CHINA AND MANILA STEAM

SHIP COMPANY, LIMITED,

FOR MANILA (DIRECT.) ESMERALDA. Captain J. McGINTY, will be despatched as above on SATURDAY, the 5th Inst., at 5 p.m.

tion for Passengers and is fitted with the Electric Light, A Doctor is carried. For Freight or Passage, apply to

This Steamer has Superior Accommoda-

SHEWAN, TOMES & Co... General Managers. Hongkong, October L, 1901.

C. E. WARREN BUILDING CONTRACTOR. No. 3a, WYNDHAM STREET.

CANITARY Appliances Supplied DRAINS, TEAPS, WASTE PIPES, Etc., Cleansed and Repaired. Sanitary Board Notices receive prompt attention. AGENTS FOR MOSAIC TILES.

Prices on Application.

Hongkong, August 2, 1901

The Life of Trade.

A ONE-TIME order, like one blow of the hammer on the head of the nail, makes an impression, but it is only the continuous insertion of the advertisement, like the continuous pounding on the head of the nail, that drives the argument home and clinches it.

The BEST Medium for Advertising is

2022 Read by all Classes in the Colony and undoubtedly the

POPULAR & LEADING PAPER.

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Done with Neatness and Despatch At Moderate Prices.

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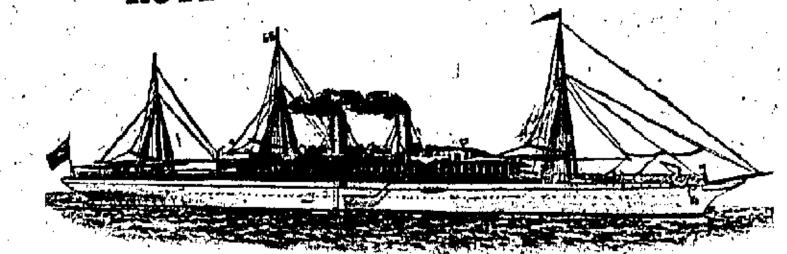
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CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. (Calling at SHANGHAI, NAGASAKI, KOPE, YOKOHAMA AND VICTORIA, B.C.) SAFETY-SPRED-PUNOTUALITY.

Twin Screw Steamships-6,000 Tons-10,000 Horse power-Speed 19 knots. Saving 3 to 7 Days accross the Pacific.

Proposed Salings from Hongrong. (Subject to Alteration.)

EMPRESS OF CHINA ... Comdr. R. Archibald, R.N.R... Wednesday, 23rd Oct./1901 + TARTAR 4425 Tons Comdr. E. BEETHAM, R.N.R...... WEDNESDAY, 6th Nov./1901 EMPRESS OF INDIA....Comdr. O. P. Marshall, R.N.E. Wednesday, 20th Nov./1901 ALGOA **
*ATHENIAN, 3882 Tons...Comdr. H. MowattWednesday, 4th Dec./1901 DORIC ...
EMPRESS OF JAPAN...Comdr. H. Pyeus, R.N.R.......Wednesday, 18th Dec./1901 DORIC ...

THE magnificent TWIN-SCREW.STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO THE O. & O. Company's Steamship GAELIC will be despatched for SAN VANCOUVER (B.C.), in 12 DAYS, saving THREE DAYS to a WEEK in FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, the Trans-Pacific journey, and make connection at Vancouver with the YOKOHAMA and HONOLULU, on WEDNESDAY, the 2nd Oct., at Noon, taking PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, Freight for Japan, the United States and Europe. which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, HONOLULU, and Passengers are showed to break their journey at any point on route. Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments. The attractive features of this Company's route embrace lits PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

MOUNTAIN AND LAKE SCENERY through which the Railway passes. operated by the Company, and their appointments and Cuisine are unexcelled.

* 🔊 Special Extra Service.

placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as China and Japan. additional sailings.

ATHENIAN' takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, beyond, within twelve months. and also Steerage. The 'TARTAR' takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

apply to Hongkong, October 1, 1901. D. E. BROWN, General Agent, Pedder Street.

IMPERIAL GERMAN MAIL LINE NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN. SUEZ, PORT SAID NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; Also

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS. STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION. Sailing Dates. · Steamers. THURSDAY, 3rd October, PREUSSEN

HAMBURG (HAMBURG-AMERIKA LINIE) WEDNESDAY, 16th October." WEDNESDAY, 30th October. KIAUTSCHOU (HAMBURG-AMERIKA LINIE) WEDNESDAY, 13th November. WEDNESDAY, 27th November. WEDNESDAY, 11th December. WEDNESDAY, 25th December. KONIG ALBERT WEDNESDAY, 8th Jan., 1902. WEDNESDAY, 22nd January. WEDNESDAY, 5th February. PREUSSEN HAMBURG (HAMBURG-AMERIKA LINIE) WEDNESDAY, 19th February. WEDNESDAY, 5th March.

ON THURSDAY, the 3rd day of October, 1901, at Noon, the Steamship PREUSSEN, of the Nordbeutscher Lloyd, Captain E. Preus, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on Trestay, the 1st October, Cargo and Specie will be received on Board until 5 p.m. on Wednesday, the 2nd October, and Parcels will be received at the Agency's Office until Noon on Webnesday, the 2nd October. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board. Norddeutscher Lloyd.

For further Particulars, apply to

Melchers & Co., Agents.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS.	TO SAIL
SHANGHAI	,Woosung	4th October.
MANILA	Sungkiano *	4th October.
TLOILO AND CEBU	Kaifone *	8th October.
MANILA	CHINGTU *	12th October.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE	CHINGTU *	12th October.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

. AGENTS.

Hongkong, October 1, 1901.

BUTTERFIELD & SWIRE.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

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> PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION. FOR HAVRE AND HAMBURG.

CALLING, AT SINGAPORE AND COLOMBO. S.S. Arabia, 5th October, Capt. SACHS. FOR HAVRE, BREMEN AND HAMBURG. Calling at SINGAPORE AND PENANG.

S.S. Koenigsberg, 19th October, Freight and Passengers. Capt. CHRISTIANSEN, FOR HAVRE AND HAMBURG. CALLING AT SINGAPORE AND COLOMBO S.S. Bamberg.

2nd November Freight Capt. Zurbonsen, FOR HAVRE AND HAMBURG. CALLING AT SINGAPORE AND PENANG. S.S. Segonia, 16th November, Freight. Capt. FOERCE,

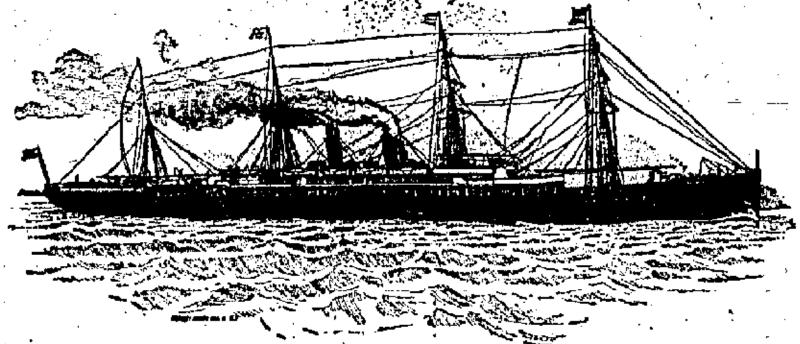
FOR HAVRE AND HAMBURG. CALLING AT SINGAPORE AND COLOMBO. S.S. Marburg, 30th November Freight.

For further particulars, apply to HAMBURG-AMERIKA LINIE HONGKONG OFFICE

Shipping.

U. S. MAIL LINES. MAIL STEAMSHIP COMPANY PACIFIC OCCIDENTAL & ORIENTAL STEAMSHIP CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.



WEDNESDAY, 2nd Oct., at Noon. On or about 5th October. SATURDAY, 19th Oct., at Noon. TUESDAY, 29th Oct., ht Noon. TUESDAY, 12th Nov., at Noon. * For SAN FRANOISCO, VIA MOJI, KOBE and YOKOHAMA.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and Call at Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the Principal Cities of the United States o Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Over and Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL-PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment | 1 p.m., the Company's Steamship of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have, PASSENGERS, SPECIE, and CARGO, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, will leave this Port for Marseilles Via CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other BOMBAY. for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT direct connecting Railways, and from Chicago to destination, the choice of direct lines. Special Rates (First Class only) to European Points, are granted to Missionaries, with the S. S. Tonkin which, vessel THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and members of the Naval, Military, Diplomatic and Consular Services, and European takes on her Passengers and Mails, leav-Civil Service officials located in Asia, and to European officials in the service of the ling that Port on the 10th Oct., direct Covernments of China and Japan. to SUEZ, PORT SAID & MARSEILLES.

TO UNITED STATES AND CANADIAN POINTS, Special rates (First Class) only) are confined and will apply only to Missionaries, members of the Naval and London as well as for Marseilles, and ac-The Company's Extra Steamships 'ATHENIAN' and 'TARTAR' have now been Military Services, and to Consular and Diplomatic officials of the Governments of cepted in transit through-Marseilles for the

Return Passage.—Reduction will be made to Passengers who do not hold In addition to the excellent First Saloon Passenger accommodation, the Return Tickets, making the return journey between ports in the Orient and Honolulu or Noon. Cargo will be received on board

ond, within twolve months.

Until 4 p.m., Specie and Parcels until 3

Through Bills of Lading issued for transportation to Yokohama and p.m. on the 6th Oct. (Parcels are not THE Steamship PALAWAN, Captain other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United to be sent on board; they must be left at For further information, Maps, Guides, Books, Rates of Freight and Passage, States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in the Agency's Office). Mexico, Central and South America, by the Companies' and connecting Steamers.

. Freight will be received on board until 4 p.m. the day previous to sailing. Parcel quired. 1112 Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required. Consular Invoices to accompany each shipment of cargo or parcel (valued at \$100 Gold or over) destined to points beyond San Francisco in the United States should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco. Merchant's Invoice will be suffcient for cargo or parcel (each shipment) when the value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building. Hongkong, September 26, 1901. CEO. ECKLEY, Acting Agent.

NORTHERN PACIFIC STEAMSHIP CO.

Proposed Sailings from Honokong.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama. FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH-

Northern Pacific Railway Co.

Stea ne r.	Tons.	Captain.	Proposed Sading.		
Adelaideiu	$\begin{array}{c} 3502 \\ 3601 \end{array}$	F. McNair J. Panton W. Watt. W. Frakes	November 12		

THE attention of passengers is directed to the very cheap rates offered by this Line DAY, the 12th October, at Noon, 1901, to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the taking Freight and Passengers for Japan, UNITED STATES and to EUROPE. HONGKONG TO LONDON, £52.

Excellent accommodation. First class Table. Doctor and Stewardess carried: Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL

HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two transcontinental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; Tacoma to New York in 4½ days. Magnificent Scenery of the Rocky Rates may be obtained on application. and Cascade Mountains. The Yellowstone National Park route. Passengers holding through ORDE HONGKONG TO VICTORIA, TACOMA, £35.

The best route to the Klondyke Gold Fields. Frequent Sailings from Victoria, TACOMA to DYEA and ST. MICHAEL. Rates of Passage to other Points on application.

Special rates altowed to members of Government Services. For further information as to Passage or Freight, apply to

Dodwell & Co., Limited, General Agents.

Hongkong, October 1, 1901

OCEAN STEAMSHIP COMPANY

OUTWARDS.

STEAMERS

GLASGOW AND I	LIVERPOOL NESTOR	6th October.
GLASGOW AND]	LIVERPOOLLAERTES	
GLASGOW AND 1	LIVERPOOL,DARDANUS	
GLASGOW AND I	LIVERPOOLMACHAON	23rd October.
		
	HOMEWARDS, steamers	
FOR	STEAMERS	TO SAIL
LUNDON	AJAX	2nd October.
LONDON	PYRRHUS	
LIVERPOOL-DIE	RECT, ULYSSES	****
Malsing Comment	LI AND AND INCLUDED A PROPERTY OF THE PROPERTY	loth October

(Taking Cargo at London Rates), LUNDON 12th November. LIVERPOOL DIRECT, For Freight, apply to

Hongkong, October 1, 1901. BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

(THE JAPAN MAIL STEAMSHIP COMPANY.) PROJECTED SAILINGS FROM HONGENONG-SUBJECT TO ALTERATION. Steamers. Destinations. Sailing Dates. MARSEILLES, LONDON SANUKI MARU, FRIDAY, 4th and ANTWERP, Via SINGA-W. TOWNSEND, Oct., at Daylight. POBE, PENANC, COLOMBO & PORT SAID. YAMAGUCHIMARU, I TUESDAY, 8th мојі, кове & чоконама. S. Yoshizawa, Oct., at Noon. SHINANO MARU, FRIDAY, 11th KOBE and YOKOHAMA. G. E. V. Cook, Oct., at Daylight. KAGOSHIMA MARU, (BOMBAY, Via SINGAPORE and) FRIDAY, 11th K. Korr, COLOMBO. Oct., at Noon. MARSEILLES, LONDON, and HAKATA MARU, FRIDAY, 18th ANTWERP, Via SINGAPORE, PEN-F. L. SOMMER. Oct., at Daylight. ANG, COLOMBO and PORT SAID. NAGASAKI, KOBE and KASUGA MARU, FRIDAY, 18th H. FRASER, YOKOHAMA. Oct., at Noon. VICTORIA. B.C., and SEATTLE, KINSHIU MARU, SATURDAY, 19th U.S.A. VI. SHANGHAI, MOJI. F. J. HORTON,

Oct., at 4 p.m. KOBE and YOKOHAMA. Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAIL-WAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, Etc., apply at the Companys local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. Mihara, Manager. Hongkong, September 28, 1901.

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY

TATILL despatch VESSELS to the Undermentioned PORTS on the DATES named:--STEAMSHIP SHANGHAI AND

SINGAPORE AND LONDON, &c Palawan * J. Chellew, R.N.R. Noon, 12th Oct.

PASSENGER SEASON 1902.

MARSEILLES, PLYMOUTH AND LON- | Oriental 5284 Tons 29th March. DON Direct without Transhipment J Malta 6064 ., 12th April. * See Special Advertisement. + For Freight only. † Calling at Penang and Colombo if sufficient inducement offers. For Freight or passage, and further Particulars, apply to

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND

CALCUTTA.

KUMSANG.

on SATURDAY, the 5th Oct., at Noon.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA,

INDIA, ADEN, EGYPT, MEDITER-

RANEAN PORTS, PLYMOUTH

Through Bills of Lading issued for BATA

J. CHELLEW, R.N.R., carrying His-

Majesty's Mails, will be despatched from

Shippers are particularly requested to

Hongkong, September 28, 1901. 1908.

CALIFORNIA AND ORIENTAL

STEAMSHIP COMPANY.

IN CONNECTION WITH THE

ATCHESON, TOPEKA AND SANTA FE

RAILROAD Co.

PROPOSED SATUROS FROM:

HONGKONG TO SAN DIEGO, AND

SAN FRANCISCO *VIA* INLAND SEA

OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN

THE Steamship Strathaule will be des-

FRANCISCO, Vin MOJI, KOBE YOKO

HAMA and HONOLULU, on or about

Through Bills of Lading issued to any

Cargo will be received an board until 5

For further information as to Freight or

Hongkong, September 30, 1901. 1474

SHEWAN TOMES & Cors NEW YORK

LINE

FOR NEW YORK.

Capt. A. SMITH will be despatched for the

Hongkong, September 24, 1901.

PORTLAND AND ASIATIC STEAM.

Agents for and in connection with THE

UBECON RAILROAD AND NAVIOATION CO.

operating the New First class Steamships

INDRAVELLI INDRAPURATKNIGHT

COMPANION, Letween HONGKONG and

PORTLAND, (OR), Calling at SHANG-

HAL NAGASAKI, MOJI, KOBE and

information communicate with ar apply

ALLAN CAMERON

Gereral Agent

THE Steamship INDRAPURA

United States Points.

SHEWAN, TOMES & CO.

above Port on 10th November.

For Freight, apply to

BUTTERFIELD & SWIRE,

HONGRONG, CHINA & JAPAN.

p.m. the day previous to Sailing. Parcel

Packages will be received at the O.fice until

point in the United States.

Passage, apply to

THE Steamship

YOKOHAMA.

patched for SAN DIEGO, and SAN

PORTS, and HONOLULU, THE

TRAL and SOUTH AMERICA, Etc.

H. A. RITCHIE,

Superintendent.

note the terms and conditions of the Com-

For further Particulars, apply to

pany's Bills of Lading.

P. & O. S. N. Co.'s Office,

AND LONDON.

VIA PERSIAN GULF, CONTIN-

JARDINE, MATHESON & Co.,

General Managers.

For Freight or Passage, apply to

THE Company's Steamship

H. A. RITCHIE, Superintendent. P. & O. S. N. Co.'s Office, Hongkong, September 30, 1901.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. · PAQUEBOTS POSTE FRANCAIS. STEAM FOR

AIGON, SINGAPORE, BATAVIA

COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITER-RANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; PORTS OF BRAZIL & RIVER PLATE,

N MONDAY, the 7th October, at NATAL, Captain Bours, with MAILS,

This Steamer connects at COLOMBO Cargo and Specie will be registered for principal Places of Europe. Shipping Orders will be granted till

Contents and value of Packages are rethis for BOMBAY, on SATURDAY, the

For further particulars, apply at the and Cargo for the above Ports. Company's Office. P. DE CHAMPMORIN,

Acting Agent.

TOYO KISEN KAISHA

Hongkong, September 23, 1901. -1973

TO SAN FRANCISCO, VIA INLAND contents and value of all packages are SEA OF JAPAN & HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. Hongkong Maru, (via)

Shanghai, Nagasaki, Saturday, Oct. Kobe, Inland Sea, Y'hama & Honolulu) 12, at Noon. Nippon Maru, (vis Shanghai, Nagasaki, Tuesday, Nov. Kobe, Inland Sea, Yo-5, at Noon.

kohama & Honolulu) America Maru, (via Shanghai, Nagasaki, Thursday, Nov. Kobe, Inland Sea, 28, at Noon. Y'hama & Honolulu)

THE Twin-Screw S. S. HONGKONG MARU will be despatched for SAN FRANCISCO, via SHANGHAI, NAGA-SAKI, KOBE, INLAND SEA, YOKO-HAMA and HONOLULU, on SATURthe United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the Southern Pacific, Central Pacific, 20th October. Union Pacific, Denver and Rio Grande, and Northern Pacific Railways; also the Canadian Pacific Railway on payment of £4 in addition to the regular turiff

Passengers holding orders for OVER. the same time. All Parcels should be LAND CITIES in the United States have marked to address in fan. Value of same. between San Francisco and Chicago, the is required. option of the Southern, Pacific Central Consular Invoices, to accompany Cargo Pacific, Union Pacific, Denver and Rio destined to Points beyond San Disgo, GRANDE, and other direct connecting Rail-should be sent to the Company's Office, ways, and from Chicago to destination the addressed to the Collector of Customs, San choice of direct lines.

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China

and Japan, and to Government officials and their families. - Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Com-

pany's and connecting Steamers.

Freight will be received on beard until 4 p.m. the day previous to sailing. Packages will be received at the Office until 4 r.m. same day; all Parcel Packages should be marked to address in full; value of same is required. Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the

Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco. For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building. OEORGE ECKLEY, Acting Agent

Hongkong, September 18, 1901. 1898

THE UNITED STATES AND CHINA JAPAN S. S. LINE. -FOR NEW YORK VIA SUEZ CANAL

THE Steamship LONGSHIPS, Captain Moore, will be despatched

above on or about 15th October. For Freight, apply to JARDINE, MATHESON'& Co.,

Hongkong, September 10, 1901.

Shipping.

THE CHINA AND MANIIA STEAM.

SHIP COMPANY, LIMITED. FOR MANILA VIA AMOY.

MHE Company's Steamship PERLA Captain J. E. McARTHUR, will be despatched as above on WEDNESDAY, the 2nd Oct., at 5 p.m.

The attention of Passengers is directed to the excellent Accommodation provided by this Steamer. She is fitted throughout. with Electric Light and is supplied with a Refrigerating Chamber, A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Almangers.

Hongkong, September 26, 1901. 2000 THE OSAKA SHOSEN KAISHA,

LIMITED. FOR ANPING, VIA SWATOW AND

THE Company's Steamship MAIDZURU MARU Captain T. Salto, will be despatched for the above Ports on WEDNESDAY, the

2nd October. For Freight er Passage, apply to. Capt. BULLER, will be despatched as above

MITSUI BUSSAN KAISHA, Hongkong, September 19, 1901. 1945.

IMPERIAL GERMAN MAIL LINE Hongkong, September 30, 1901. 2013 STEAM FOR SHANGHAI, NAGASAKI, HIGGO AND YOKOHAMA.

THE Imperial German Mail Steamship of the Nondeutscher Lloyd, Capt. W FRANKE, due here with the outward Gernian Mail about the 2nd Oct., will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD. For further Particulars, apply to MELCHERS & Co.,

Agents. Hongkong, September 30, 1901. 2014 EASTERN & AUSTRALIAN STEAM-ENTAL AND AMERICAN PORTS.

SHIP COMPANY, LIMITED. FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENS-LAND PORTS, and taking through Cargo to Adelaide, New Zealand,

12th October, at Noon, taking Passengers TASMANIA, &C.) THE Steamship Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) Capt. Sr. John George, will be despatched will be transhipped at Colombo into a

for the above Ports on THURSDAY, the steamer proceeding direct to Marseilles and London; other cargo for London, &c.; will 3rd October, at Noon. This well-known Steamer is specially be conveyed vid Bombay with Transhipfitted for Passengers, and has a Refrigersting Chamber which ensures the supply of Parcels will be received at this Office Fresh Provisions, Ice, &c., throughout the until 4 p.m. the day before sailing. The

> This Steamer is installed throughout with the Electric Light. A Stewardess and a duly-qualified Surgeon are carried. N.B.-Return Tickets issued by this Company to and from Australia are available for roturn by the Steamers of the

CHINA NAVIGATION COMPANY and vice versa. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, September 9, 1901. . . 1868 THE OSAKA SHOSEN KAISHA, LTD. FOR TAMSUI, SWATOW & AMOY. THE Company's Steamship DALJIN MARU.

Captain T. KITANO, will be despatched for the above Ports on SUNDAY, the 6th For Freight or Passage, apply to

MITSUI BUSSAN KAISHA.

Agenta. Hongkong, September 30, 1901. UNITED STATES, MEXICO, CEN- AUSTRIAN LLOYD'S STEAM

NAVIGATION COMPANY. STEAM FOR

SINGAPURE. PENANG, CALCUTTA. COLOMBO, ADEN, SUEZ, PORT SAID, FIUME & TRIESTE (Taking Cargo at through Rates to the BRAZILS, to SOUTH APRICA. MADRAS. PERSIAN GULF, RED SEA, BLACK SEA,

LEVANT, MALTA, VENICE and ADRIATIC THE Company's Steamship Capt. A. Miris, will be despatched as above on THURSDAY, the 17th October.

For information as to Passage and SANDER, WIELER & Co.

Hongkong, September 28, 1901. 2006 REGULAR STEAMSHIP SERVICE TO NEW

YORK. VIA PORTS AND SUEZ CANAL. PROPOSED SAILINGS FROM HONOKONG.

SATSUMA......About 20th Oct. KURDISTAN About 5th Nov. ORONSAY HILLGLEN ...

For Freight and further information? Apply to DODWELL & CO., LTD.

Ayente Hongkong, September 25, 1901. 1995 1961 TO IMPORTERS FROM THE UNITED

STATES. THE CHINA MUTUAL STEAM NAVI. GATION COMPANY, LIMITED. baving Berahlished at KEGULAR SER-VICE OF STRAMERS From SEATSTIE

(Puget Supud) to JAPAN, CHINA and the PHILIPPINES in ... conjunction with the GREAT NORTHERN BALLWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior

Points of U.S.A. to the Crises

For further particular Apply to
THE UHINA MUTUAL STRAM NAVI. will be despatched for PORTLAND, (CR) CATTON COLD (FFIGURE NEW YORK on or about 14th October, 1901.

Through Bills of Lading issued to Pacific China. Philippines and Strain.

Coast Points and all Restern. Canadian and FRANK VATERHOUSE & Cold Caccal.

United States Points ______ Western Agence States of Freight and further GEC SUTHERLAND Gescal Agent for Lie Kant, BRANCHAY

1947

Queen's Buildings, No. 1.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS. FOR SHANGHAI, NAGASAKI, KOBE

AND YOKOHAMA. MIHE Company's Steamship Captain Aubert, will be despatched for

the above Ports on or about SUNDAY, the

6th Prox. For Freight or Passage, apply to P. DE CHAMPMORIN.

Acting Agent. Hongkong, September 30, 1901. 2012

FOR NEW YORK.

THE 3/3 A. I. I. American Ship. MANUEL LLAGUNO will load during September and October, sailing about 25th October. For Freight, apply to

SHEWAN, TOMES & Co. Hongkong, July 8, 1901.

SHEWAN, TOMES & Co.'s NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL THE Steamship ASAMA.

Capt. F. F. BEMENT, will be despatched for the above Port on the 15th December. For Freight apply to

SHÉWAN TOMES & Co. Agents. Hongkong, September 24, 1901.

Notices to Consignees.

INDO CHINA STEAM NAVIGATION Pumps, Packings,---COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE. THE Co.'s Steamship Kumsang having

arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from Cargo impeding the discharge or remaining on board after Noon on the 2nd Prox.. will be landed at Consignees' risk and ex-

pense into Godowns at East Point. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co.

Hongkong, September 30, 1901.

General Managers.

NORTHERN PACIFIC STEAMSHIP: COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP OLYMPIA. FROM TACOMA, VICTORIA, YOKO-

HAMA, KOBE, MOJI & SHANGHAL. THE above Steamer having arrived. Con-

signees' risk and expense. DODWELL & Co., LTD.,

Hongkong, September 25, 1901.

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER BENGAL.

FROM BOMBAY, COLOMBO AND STRAITS.

ONSIGNEES of Cargo by the abovenamed Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and

delivery can be obtained as soon as the Goods are landed. This Vessel brings on Cargo :-From London, &c. ex s. s. Arcadia. From Persian Gulf, ex s. s. B. I. S. N., 28 & 29, LEE YUEN STREET (WEST), and B. and P. S. N. Co.'s Steamers. Optional goods will be carried on unless instructions are given to the contrary before

Goods not Cleared by the 3rd Prox., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE, · Superintendent. Hongkong, September 26, 1901. 1998

AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM SHANGHAL

THE Steamship Carinthia, having arrived, Consignées of Cargo are hereby English Silver & Electro-Plated Ware. informed that their Goods are being lauded at their risk into the Godowns of the Hong-RONG AND KOWLOOM WHARF AND GODOWN COMPANY, LINITED, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 1st of October, or they will not be recognized. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 1st of Oct., will be subject to reut. Bills of Lading will be counteragned by

SANDER WIELER & Co., Hongkong, September 25, 1901: 1987

Not Responsible for Debts. NIEITHER the Captain the Agents, nor Groners will be Responsible for any Debt contracted by the Officers or Orese in

the following Vessel, during the stay of Hongkong Harbour :-LAUNBERGA, British berges, Capt. J. C. McDougall. A. G. Morris. KENEMERE, British 4 masted ship, Capt Brandy, -Standard Oil Co.

Intimations.

Kinghorn & Macdonald Consulting of eshanical Engineers and Surveyors, CONTRACTORS FOR THE SUPPLY OF ALL KINDS OF MACHINERY AND

APPLIANCES. ICE MARING. MESSRS. KINGHORN AND MAC

VI DONALD having been appointed Sole Agents for Messrs. J. and E. Hall's PATENT REPRIGERATING MACHINERY, are prepared to supply Estimates, Plans and Specifications for all sizes of Machines. Office: No. 13 BEACONSFIELD ARCADE-(ground floor).

Telephone, No. 143. Telegrams, "KINGHORN, Hongkong." A. B. C. & Al Codes used. JOHN W. KINGHORN, M.1.M.E., M.I.Mech.-E., London DONALD MACDONALD.

BAILEY

Hongkong, May 28, 1808,

and COMPANY,

Boilermakers and Blacksmiths,

Brass and Iron Founders.

Coast and River Steamers. Steam Water-Boats, Lighters,

Tugs & Fast Steam-Launches.

General Stores, and Engineers' Tools OF EVERY DESCRIPTION.

Offices and Sales-rooms: 60 and 62, DES VŒUX ROAD, Central. Engine and Shipbuilding Works:

KOWLOON BAY: W. S. BAILEY, M.I.M.E.

E. O. MURPHY, WH. SC., A.I.M.E. Contracts for all Classes of Engineering

Plans, Specifications and Tenders. Consulting and Superintending Engineers and Surveyors.

B. J. BARLOW CONSULTING ENGINEER, SUR-VEYOR AND CONTRACTOR.

DLANS and Specifications Supplied for Any Class of Engineering Work. Marine Work a Speciality; Designs pre-pared for Small Coast Steamers. Light

Telegrams: 'BARLOW' Hongkong. Telephone No. 74. P. O. Box No. 40.

B. J. BARLOW, Office 9, Queen's Road Central. Hongkong, June 11, 1901.

F. CARMICHAEL CONSULTING ENGINEER,

SURVEYOR AND CONTRACTOR. QUEEN'S BUILDINGS.

TELEGRAMS: 'CARMICHAEL,'HONGKONG. A B C Code, 4th Edition. A 1 Code.

Lieber's Standard Code. TELEPHONE, 232. Hongkong, July 2, 1901.

祭 CHIE WING & CO., 致 HONGKONG.

DEALERS IN All Sorts of COPPER, BRASS, STEEL, IRON WARE, &c.,

STEEL GIRDERS and TEES. CORRUGATED IRON, PIG IRON, &c., Suitable for SHIPS, ENGINEERS AND HOUSE BUILDERS.

Hongkong, May 29, 1900.

CHAS. J. GAUPP & Co., Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths. MAUTICAL, SCIENTIFIC AND

METEOROLOGICAL INSTRUMENTS. VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES. RITCHIE'S LIQUID AND OTHER COMPASSE ADMIRALTY & IMRAY CHARTS. NAUTICAL BOOKS.

Christofie & Co.'s Electro-Plated Ware. GOLD & SILVER JEWELLERY in great variety. DIAMONDS

DIAMOND JEWELLERY. Splendid Collection of the Latest Longon PATTERNA, at very moderate prices. 472

MINERAL assays & analyses

THE YANGTER VALLEY SYNDICATE, LD., having its own well-equipped Laboratory, is prepared, in order to assist in the Mineral Development of China, to do Assay work of all descriptions, Quantitative Analyses, and to classify minerals for Mine owners and others. Mines as well as Minerals of Economic

by appointment. Terms moderate. Address :- THE LABORATORY. 49. Szechuen Road. Cable Address. Yangusses, Shanghai.

13th August, 1900.

value purchased and consultations arranged

Banks.

YOKOHAMA SPECIE BANK, ESTABLISHED 1880.

CAPITAL PAID-UP CAPITAL UNCALLED ... * RESERVE FUND ... ,, 8,310,000 HEAD OFFICE-YOROHAMA.

Branches and Agencies: NAGASARI. NEW YORK. SAN FRANCISCO. HONOLULU. BOMBAY.

SHANGHAL. TIENTSIN. NEWCHWARG* LONDON BANKERS: The London Joint Stock Bank, Limited.

Parr's Bank, Limited, of Banking and Exchange business tran-The Union Bank of London, Limited. Honorono Branch-Interest allowed. On Current Account at the Rate of 2% per annum on the daily balance,

On fixed deposits for 12 months, 5% per On fixed deposits for 6 months, 4% per On fixed deposits for 3 months, 3% per TARO HODSUMI,

Hongkong, April 17, 1901. IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Manager.

Subscribed Capital, ... Tls. 5,000,000 PAID-UP CAPITAL, HEAD OFFICE-SHANGHAL BRANCHES ... NO AGENCIES.

CANTON, PEKING. CHEFOC. PENANO. CHINKIANG, SINGAPORE, CHUNCKING, TIENTSIN. HANKOW,

THE BANK-PURCHASES and receives for L Collection Bills of Exchange drawn on the above places, and Sells Drafts and | Capital, Fully Paid-up ... \$1,000,000. Telegraphic Transfers Payable at its RESERVE FUNDS 125,000. Branches and Agencies.

HONGKONG BRANCH. Advances made on approved securities. C. EWENS, Esq. | C. S. SHARP, Esq. Bills Discounted.

Interest allowed on Current Accounts at the Rate of 2% per Annum on the Daily Messrs JOHN D. HUMPHREYS & SON. On Fixed Deposits for 3 Months ... 35 THE HONGKONG AND SHANGHAI

E. W. RUTTER, Hongkong, January 18, 1901.

LJONGKONG AND SHANGHA BANKING CORPORATION.

PAID-UP CAPITAL......\$10,000,000 Reserve Fund-Sterling Reserve, \$10,000,000 Silver Reserve ... 3,750,000

RESERVE LIABILITY OF \$10,000,000 PROPRIETORS

signees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel and Earlie and expenses of the Vessel will be landed and stored at Consideration of the Vessel will be landed and stored at Consideration of the Vessel will be landed and stored at Consideration of the Vessel will be landed and stored at Consideration of the Vessel will be landed and stored at Consideration of the Vessel will be landed and stored at Consideration of the Vessel will be landed and stored at Consideration of the Vessel will be landed and stored at Consideration of the Vessel Supply and erection of the Machinery.

Draught Vessels, Dredgers, Tug Boats, L. Shewan, Esq.—Chairman.

Hon. J. J. Bell Irving.—Deputy Chairman, A. Haupt, Esq.

A. Haupt, Esq.

D. Moyer Moses, Esq.

R. L. Richardson, H. W. Slade, Esq.

H. E. Tomkins Esq. H. E. Tomkins, Esq. A. J. Raymond, Esq. Paul Witkowski, Esq.

CHIEF MANAGER: Hongkong-Sir T. JACESON. MANAGEB: Shanghai-H. M. Bevis, Esq. LONDON BANKERS-LONDON AND COUNTY

BANKING Co., LD. HONGKONG-INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per annum on the daily balance. ON FIXED DEPOSITS :-

For 3 months 2½ per cent per annum. T. JACKSON,

Chief Manager. Hougkong, August 17, 1901.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORA-TION. Rules may be obtained on application

INTEREST on deposits is allowed at 34 PER CENT. per annum Depositors mey transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per

For the Hongkong and Shanghai Banking Corporation, T. JACKSON. Chief Manager. Hongkong, October 3, 1200.

THE NATIONAL-BANK OF CHINA, LIMITED. AUTHORIZED CARITAL,.....£1,000,000. PAID UP CAPITAL,£ 324,374. FIRE on the usual terms.

Head Office-Honokono. Board of Directors. CHAN KITSHAN, Esq. | C. EWENS, Esq. CHOW TUNG SHANG, J. T. LAUTS, Esq.

Ohief Manager:

GEO. W. F. PLAYFAIR. Interest for 12 months Fixed Hongkong, March 18, 1901.

MERCANTILE BANK OF INDIA, LIMITED. AUTHORIZED CAPITAL.....£1,500,000 Subscribed£1,125,000 PAID UP.....£ 562,500

RESERVE FUND...... £ 40,000 BANKERS * LONDON JOINT STOCK BANK, LIMITED. INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily

Balance.

ON FIXED DEPOSITS :-For 12 Months % J. THURBURN. Manager, Hongkong. Hongkong, April 1, 1901;

Banks.

DEUTSCH-ASIATISCHE PAID-UP CAPITAL, S'hai Tls. 5,000,000.

J. S. VAN BUREN, Esq.

H. W. SLADE, Esq. HO TUNG, Esq. General Managers:

BANKING CORPORATION. THE Company is prepared to act as A Special Agents or Attorneys, Liquida-1970 tors, Executors or Administrators, as

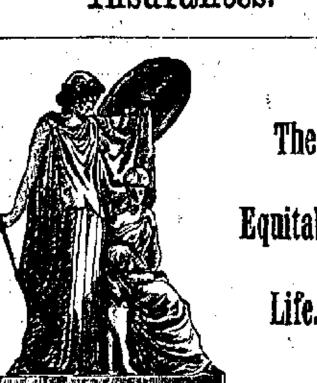
Trustees, Receivers, House and Estate

Agents for Residents or non-Residents, and, on Commission, to buy or sell Property, to advance money against Mortgage, to invest funds in Mortgage or otherwise, to buy or sell Shares or Local Stocks, and

Bankers:

generally to act for those who may be temporarily or permanently absent from the Colony. JOHN D. HUMPHREYS & SON. General Managers.

Hongkong, May 13, 1901. Insurances.



リナ解析技术ナンズがニロー Policies Are Sight Drafts at Maturity. Surplus Fund (from which dividends are to be paid) Bussard Over £13,700,000.

F. KIENE, Manager, Hongkong. SALAMANDER FIRE INSURANCE

COMPANY. TTHE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at Current Rates. HOTZ, s'JACOB & Co.

UNION ASSURANCE SOCIETY. Zaire

Hongkong, March 31, 1900.

(Instituted in the Reign of Queen Anne A.D. 1714). CAPITAL FULLY SUBSCRIBED, £450,000. CAPITAL PAID UP, £180,000. TOTAL INVESTED FUNDS EXCEED £3,459,044.

TOTAL ANNUAL INCOME, £1,103,883. TIHE Undersigned, having been appointed AGENTS of the above Society in Hongkong, are prepared to issue Policies against

HARRY WICKING & Co.,

Praya Central.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY TOTAL FUNDS AT 31ST DECEMBER, 1900, £14,732,681.

Authorised Capital....£3,000,000

Subscribed Capital.....£2,750,000

117 Paid-up Capital£687,500 0 Fire Funds£2,833,716 14 TTAVING been appointed Agents of the above Company we are prepared to Accept EUROPEAN and CHINESE RISKS at Current Rates.

SHEWAN, TOMES & Co.,

U. S. gunboat

V. S. gunboat

U. S. cunbost

U.S. cruiser

Princeton .

Vicksburg

Yorktown

Wilmington

1000

1000

10

1118

1894

Commander J. R. Selfridge

Shangha Manila

Commander E. B. Barry

Commander E. S. Prime

Commander W. Swift

Hongkong, July 3, 1901.

A Remedy for all bregularities. Superesting Bitter Apple, Pennytoyal, 141 Cuchia, &c. A. S. WATSON & CO., LTD., HONGKONG. Proprietor : MARTIN. Chemist. SOUTHAMPTON. ENGLAND

His Britannic Majesty's Ships on the China Station.

•		1'	· · · · · · · · · · · · · · · · · · ·	······································					
ľ	AID-UP CAPITAL, S'hai Tls. 5,000,000.	Na	me.	Class	Tons.	Guns.	I.H.P.	Captain.	Last reported at.
	HEAD OFFICE: SHANGHAL					.		O Apparetes	
1	BOARD of DIRECTORS: BERLIN.	Alacrity .		despatch-vessel	/1700		3000	Comdr. C. G. F. M. Cradock	Shanghai
1		Albion		battleship, let class	12,950	16	13,500	Captain W. W. Hewett, R.N.	Hongkong
1	Branches.	Algerine		dloop	1050	6	1400	Commander R. E. Hunt	Hankov
)]	Berlin. Calcutta.	Arcthusa		cruiser, 2nd class	4300	10	5000 .	Captain J. Startin	Shanghai
1	HANKOW. TIENTSIN.	Argonaut	. •	cruisor, 1st class	11,000	16	18,000	Captain H. Cherry	Hongkong
	TSINGTAU (KIAUTSCHOU).	Astru-a	•	cruiser, 2nd class	4360	10	9000	Captain A. W. Paget, C.M.G.	Amoy
		Aurora		rmoured cruiser, 1st-class		12	8500	Captain E. H. Bayly, C.B.	Weihaiwei
	LONDON BANKERS:	†Barfleur	•	hattleship, 1st class	10,500	14	13,000	Captain Sir G. T. Warrender	Weihaiwei
1	Messrs N. M. Rothschild & Sons.	Blenheim Bramble		cruiser, 1st class	9000	12	21,411	Captain F. H. Henderson	Weihaiwei
١.	Union Bank of London, Ltd.	Brisk		gunboat, 1st class cruiser, 3rd class	710	6	1300	Licut, Com. F. M. Leake	Weihaiwei
. Į	Deutsche Bank (Berlin), London Agency	Britomart		gunboat ,	1770 716	0	.3500	Charles 1	Singapore
	Direction der Disconto Gesellschaft.	Daphne		l V.	1140	8	1300 2000	Comdr. Baird	- Weihaiwei
Ι.	Interest allowed on Current Account.	Dido	•	sloop cruiser, 2nd class	5600	11	2600	Cantain D. E. Bill.	Woosung
1.5	eposits received on terms which may be	Eclipse		cruiser, 2nd class	5600	ii	9600	Captain P. F. Tillard	Nanking
امرا	earnt on application. Every description Exchange business tran-	Endymion	•	cruiser, 1st class	7350	12	10,000	Captain R. H. S. Stokes	Shanghai
•	toted.	Esk	A Contraction	g-bt. 3rd class coast defence		3	200	Captain W. A. Paget	Nanking
15	E. F. GROS,	Fan -	<u> - 10</u>	torpedo boat destroyer	360	ß	5700	Lieut. Com. W. F. Blunk	Tung-ting Lake
1	Acting Manager.	Firebrand		gunboat, 2nd class	455	1 4	360		Hongkong
ļ		*Glory		battleship, 1st class	12,950	16	13,500	Captain W. A. Carter	Bongkong
1	Hongkong, May 30, 1901. 296	Golinth		battleship, 1st class	12,950	16	13,500	Captain Lewis Wintz	Weihaiwei Weihaiwei
1		Handy	-	torpedo boat destroyer	275	6	4000	LieutCom. G. H. Holden	Weibning
-		Havt	•	torpede boat destroyer	275	8	4000	Lieut. Com. J. G. Armstrong	Weihaiwei Woosung
	MILE OIL ADOMEDING DANK OF INTEL	Humber		storeship	1640	<u> </u>	800	Comdr. H. J. Davison	Weihaiwei
$\ \cdot\ $	THE CHARTERED BANK OF INDIA, L AUSTRALIA, AND CHINA,	Isis		cruiser, 2nd class	5600	11	9600	Captain Windham	Hongkong
1 -	L AUSTRALIA, AND CHINA.	Janus		torpedo boat destroyer	280	8	3900	- Captain Windham	Hongkong
i,	INCORPORATED BY ROYAL CHARTER 1853.	Marathon		cruiser, 3rd class	2950	ě	9000	Captain John G. M. Field	Gongaong
'	HEAD OFFICE, LONDON.	Ocean		battleship, Ist class	12,950	16	13,500	Capt. A. J. Henniker Hughan	Hongkong
1	HEAD OFFICE, LONDON.	Orlando	. j	armoured cruiser, 1st class		12	8500	Captam J. H. T. Burke, C.B.	Woosung
10	AFITAL PAID-UP £800,000	Otter .		torpede boat destroyer	360	6 -	6300	LtCom. C. P. Mansel	Weibaiwei
	ESERVE LIABILITY OF SHARE-	Phoenix		sloop •	1015	6	1400	Commander W. H. Nicholson	Hongkong
] -`	HOLDERS £800,000	Pigmy		gunboat, 1st class	755	ã	720	Comdr. Oldham	Shanghai
1 12	ESERVE FUND £575,000	Pique	•	cruiser, 2nd class	3600	8	7000	Capt. Harry C. Reynolds	Nanking
-,		Plover		gunboat, Let class	75ā	К	1200	LtCom. C. V. de M. Cowper	Wuhu
	INTEREST allowed on Current Account	Rambler	[gunboat, 1st class	835	6	_	LtCom. Morris H. Smyth .	Hougkong
at	the rate of 2 % per annum on the Duily	Kedpola	j	gun boat, 1st class	805	ti	720	LtCom. Howarth Smith	Yangtse
	lances.	Robin		river gunboat	85] 2	240	LieutCom. G. G. Webster	Canton
	On Fixed Deposits for 12 months 4 %	Rosario		sloop] 980	6	14(0)	Comdr. C. A. W. Hamilton	Hongkong
l		Sandpiper	`	river gunboat	85	2	, 240	LieutCom. H. C. Carr	Wuchow
l	$\frac{1}{1}$, $\frac{1}{1}$, $\frac{1}{3}$, $\frac{3}{1}$, $\frac{3}{2}$, $\frac{3}{2}$, $\frac{9}{2}$	Snipe	•	river gunboat	85	2	240		Hankow
] .	T. H. WHITEHEAD,	Swift	- ¦	gun-vessel. 2nd class	756	2	870		Hongkong
1	Manager.	Taku	,	torpedo hoat destroyer	250	6	6500	Lt. Com. C. P. Benty-Pownall	Hongkong
		Talbot	1	cruiser, 2nd cras-	5600	11	9600	Captain F. G. Stonford	Shanghai
ļ	Hongkong, July 9, 1901. 848			receiving ship	4650	6		Commodore Francis Powel', C.B.	Hongkong
l	,	Terrible		cruiser, 1st class	14,200	14	25,000	Captain Percy Scott, C.B.	Weihaiwei.
		Tweed		coast defence gunboat	363	3	200		Hongkony
I тт	TIMESTING TO THE PARTY AND THE	Waterwitch		Surveying ship	620		450	Licut. Com. W. O. Lyne	Weihniwei
lп	UMPHREYS ESTATE & FINANCE	Whiting		torpede boat destroyer	360	6	5900 .	LtCom. C. Mackenzie, D.S.O.	
ĺ	COMPANY, LIMITED.	Wivern	j	constdefenceship, armoured		4	1000	T1	Hongkong
1		Woodcock		river gunboat	150	2	550	LieutCom. H. D. S. Watson	Hankow
	APITAL, FULLY PAID-UP \$1,000,000.	Weediark	-	river gunboat	150	j 2	559	Lieut,-Com. H. E. Hillinan	Poyang Lake
R	ESERVE FUNDS 125,000.			·		i : i			
	* :	-	. 1			I ,		· ·	l and the second
	Directors:	* Fla	g of Vice-A	dmiral Sir C. Bridge, Commi	ınder-in-C	Chief	† F	lag of Rear-Admiral Sic J. A. T.	Bruce, K.C.M.C.
•	J. S. VAN BUREN, Esq.		-	••				_	

Foreign Men-of-war on the China and Japan Station.

Name. Flag and Description. Tons. Guns. Last reported as Coptain. Austrian cruiser Captain Cosulich Maria Theresa Austrian cruiser 30 10,000 Nagasaki Lieut, A. Belloy Capt. Bachme French gunboat Alouette French flagship Amiral Charner 4750 Saigou Commander Journet French gunboat Samon French gunboat -Lieut. Fitle Kobe Capt. Lefèvre Bugeaud Woosung French cruiser 19 Shanghai Chasseloup Laubat Capt. De Epinay St. Luc French cruiser ---French gunboat. Bangkok Commander Louel Comete^ French gunboat Poyang Lake Decidée 690 Commander Leamy Saigen French flagship D'Entrecasteaux Captain D. du Tournel Shanghai Capt. de Saune Descartes French cruiser 8500 Eclaireur French cruiser Capt. Texier 2050 Taku Pagoda Friant French cruiser Captain Adam Capt. de la Motte du Portail Kersaint French gunboat Sargon French gunboat Capt. Frost Lion Nagasaki Hongkong Nive French cruiser Capt. Morazzani 8500 Captain Motet Pascal French cruiser Kobe Redoubtable French cruiser Captain Neny French cruiser Capt. Vincent Canton French gunboat Captain Mornet Nagasaki Surprise French cruiser Kwongchenwan Captain Blondel Vauban French gumboat Canton Vigilant Comdr. Villeneuve French gunboat 400 Fouchow Shanghai 2900 German gunboat 1600 Condr. von Bassewitz 4,000 Captain Graf Choltke Nagasaki Fürst Bismarck German flagship 11,000 36 Commander Bauer Amoy -1600Geier German gunboat 10.009 Shanghai Hansa 6000 German cruiser Capt. von Usedem Hertha 10,000 German cruiser 1300 Lieut. Commander Sthamer Canton German gunboat Comdr. Berger Foochow German gunboat 1300 4,000 Nagasaki Captain Gülich Gorman cruiser Kaiserin Augusta Comdr. Daehnhardt German gunboat Luchs Shanghai Schwalbe German gunboat 1500 Comdr. Boerner Nanking German gunbont 2800 Comdr. Schack Comdr. von Mittelstadt German gunboat Hankow Shanghai German gunboat Vorwaerts. Taku Italian cruiser Captain Casella Shanghai Captain Gagliardi Italian cruiser Fieramosca Singapore 738 Stromboli Italian cruiser Captain Ceconni Italian flagship Shanghai Captain De Filippi C. Quofrie Vettor Pisani Captain Zezi Nagasaki 1500 Italian cruiser Vesuvio 600 Captain Mello Macao -Portuguese gunboat Taku -£000 Captain Jakovloff Admiral Karnieloit Russian cruiser Yokohama Admiral Nachimofl Captain Vsivolojsky Russian cruiser Captain Elkisky Vladivost-ok Russian gunbost Alcout Captain Dobrovolsky Taku Russian sloop Bobre | Nagasaki Russian cruiser Capt. Sharon Dimitry Donakes Capt. Serebrennikif Taku 3500 Russian gunboat 500 Gaidamak Shanghai 1490 2000 Russian gunboat Capt. Miklashersky. Gremiastchy Nogasaki Russian battleship 12,436 14,500 Gromoboi . 2150 Captain Sillman Taku Russian eloor. Russian sloop Commander Kachrlof Foochow Mandjout Russian 2nd class battleship Navarin 10.000Captain Beklemeskeff Nagasaki Shanghai Russian gunboat Captain Jensen Otvajny Yokohama Russian battleshir 12.000Petropavlovsk Captain Grevais Russian battleship Captain Orgeroff Nagasaki: 11,000 Poltava Russian cruiser 12.200Captain Sepelrennipoff Rossia Shanghai 1329 10,923 Rasboynick Russian cruiser Capt. Haupt Russian flagship Taku 13,250 26 Russian battleship Capt. Meleusky 10,900 Nagasaki Port Acthur Russian gunooar Captain Burancff Russian 2nd class battleship 10,000 Taku 8500 Captain Mollas Sissoi Veliky Taku Captain Souhatin Russian gumboat 1120 Siveotch Russian armoured cruiser 7000 Vladimir Monamach Taku 16 Captain Prince Ouchtomsky Taku Russian gumboat 3500 Capt. Rogulia Vs.dn.k Nagasaki Russian cruiser 1194 Commander Shkruff Zabijaka U. S. gunboat Commander Karl Rohrer U. S. flagship Cavite 18,769 Captain F. W. Dickens U. S. guntiont 1159 1600 Commander C. G. Bowman Don Juan de Austria "Manila Lieut. - omdr. J. M. Helm U. S. gunboat Lieut.-Comdr. W. F. Halsey U. S. gunboat Manila General Alava Comdr. R. R. Ingersoll U. S. gunboar 1392 1988 Nagasaki Helena U. S. gunboat 2200 Commander Percy Garst Isla de Cuba U. S. gunboat 1030Comdr. J. K. Cogswell Manila Isla de Luzon 11,500 10,000 Yokohama U. S. flagship 41 Captain U. H. Stockton Kentucky 1900 U.S. gunboat 750 Condr. T. H. Stevens Manila Manile U. S. monitor 3990 3**00**0 Monadnock Shanghai U. 8. gunboat 1370 Monocacy 850 Comdr. F. M. Wisc Taku U. S. monitor Comdr. F. J. Drake 5244Hôngkong Monterev U. S. cruiser 4140 Now Orleans Lieut.-Comdr. Sperry ___ U.S. flagship 8200 Carite 24 17,401 New York Captain M. R. S. Mackenzie

VISITORS AT HOTELS. HONGKONG HOTEL. ARRIVALS.	Merchant Vessels in Hongkong Harbour.	Vessels Advertised as Loading.
Mr W. H. Anderson Mr & Mrs Johanson Mrs P. Anderson Mr and Mrs Joseph, Mr D. A. Andrew E.S. Mrs Angus Mr S. Kaliendas Mr S. Kaliendas TRADING Co. September 30. Emma Luyken, German steamer, 1,109, Schall, Samarang Sept. 21, Sugar.—E. A. TRADING Co.	Exclusive of late Arrivals and Departures reported to-day. To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from	Destination. Agints Dute of Leaving.
Mr F. Beckerle Major H. S. King Moji Sept. 25, Coal Sander, Wieler & Co. Mr J. T. Bell Mr C. H. Knight Co.	Section.	Apping, S'tow, Amoy Maidzuru Maru (s) Mitsui Bussan Kaisha. Oct. 2 Australian Ports Ching tu (s)
Mr A. Bonner Major R. P. Littledale Empress of China, British str., 3.003, R. Major W. B. Browne, Mr and Mrs W. M. Archibald, R. N. R., Vancouver Sept. 9, R. E. Long and Shanghai 28, Mails and General.—C.		Hamburg-Am'ka Linie October 5. Hamburg-Am'ka Linie October 5. Hamburg-Am'ka Linie Oct. 19. Hamburg-Am'ka Linie Oct. 19. Hamburg-Am'ka Linie Oct. 19. Holo and Cebu
Mr Busustow Mr Gordon Mackie Major Buttanshaw Mr Marlow Mr D. H. Camoron Capt. and Mrs E. E. Mr D. H. Camoron Capt. and Mrs E. E. Mr D. H. Camoron Capt. and Mrs E. E. O General Douglas Stranger Co.	5. From The Market to Peddar's Wharl. 6. From Peddar's Wharl to the Naval Yard. Ring and The Date of	London, &c
Dr F. Clark Mr F. J. Mesa Mr E. H. Codling Mr Michael Saigon Sept. 27, Rice.—Meyer & Co. Mr G. E. Cole Mr & Mrs Milton Queen Addaide, British steamer, 1,835,	Steamers. Captain. Pag and Rig. Consigness or Agents. Destination. Remarks.	London
Mr G. Colombo Mr & Mrs Mora Mr J. S. Colson Mr J. Nagatra Mr A. G. Crilly Mr W. Parfitt Mr M. Cylindar Mr T. G. Patterson Mr D. C. Donneska Dr. W. W. Poness	Airlio	Manila v. Amoy Perla (s) Butterfield & Swire Nov. 15. Manila v. Amoy Perla (s) Showan, Tomes & Co. Oct. 2, at 5 p.m. Manila Sungkiang (s) Butterfield & Swire Oct. 4. Manila Esmeralda (s)
Mr D. M. Devilbiss Mr S. D. Piry Mr G. M. Discombe Mr C. Piry Major Dorehill, R.A. Mr A. J. Pitcher Mr D. M. Devilbiss Mr S. D. Piry DEPARTURES.	British str. 1452 Sept. 30 Gibb, Livingston & Co. Bygdo	Marseilles, London, & Chakata Maru (s) Nippon Yusen Kaisha. Oct. 4, daylight. Moji, Kobe & Y'ma Yamaguchi Maru (s) Nippon Yusen Kaisha. Oct. 8, at noon. N'saki. Kobe, & Y'ma Kasuga Maru (s) Nippon Yusen Kaisha. Oct. 18, at noon.
Major P. S. Dyson Mr A. Reid Quant for Pakhoi	Chow Tal	New York
Mr F. W. Edwards Mr W. R. Robertson Germania, for Bangkok. Mr and Mrs T. L.Mr A. A. B. Schmidt Analyo, for Swatów. Fernald Mr C. Schouw Susquehanna, for New York. Mr A. G. Field Mr P. W. Sergeant English College and Colleg	Emma Luyken	S. Francisco v. Japan. Gaelic (s)
Mr Fischer Mr A. E. Simpson Mr Kennedy Gibson Mr T. J. Smith Mr E. Guiguard Mr R. G. Smithers Mr C. Glover Mrs Smithers	Haiching	S. Francisco v. Japan. Nippon Maru (a) Toyo Kisen Kaisha Nov. 5, at noon. S. Francisco v. Japan. America Maru (a) Toyo Kisen Kaisha Nov. 28, at noon. Shanghai
Mr C. H. Hand Dr & Mrs. J. C. Thom. 1 Mympho, 100 Amoy and Lecond.	Hutrapura	Shanghai & Kobe Socotra (s)
Mr. J. A. Hawkins Mr. H. M. Tabbey PASSENGERS. Mr. R. G. Heckford Mr. G. H. Wakeman Miss May Hilton Mr. & Mrs Frank W.	Maidzurn Maru	Singapore & Bombay Tientsin (s)
Mr & Mrs Howkins Mr W. J. G. Whiley From Vancouver, Major-General Sir Win. Mr E. Huber Mrs A. M. Whitton Gascoigne, Lady Gascoigne and 2 servants, Mr W Werfoot Light & Wrs Rappell Mr H G. St. Dalmas, Miss J. G. Frain-	Pax Belgianstr. 1207 Sept. 30 Melchers & Co. Perla McArthur British str. 1284 Sept. 28 Shewan, Tomes & Co. Phra Chula Chom Kiac 3 c Unsworth Ger. str. 1012 Sept. 27 Yuen Fat Hong Phra Nang Mangelsdorff Ger. str. 1021 Sept. 24 Butterfield & Swire	Vancouver (B.C.), &c. Empress of Chius (s) Canadian P'fic R. Co. Oct. 23. Victoria, B.C., &c Queen Adelaide (s) Dodwell & Co., Limited Oct. 8. Victoria, B.C., &c Victoria (s) Dodwell & Co., Ltd Oct. 15. Victoria, B.C., &c Kinshiu Maru (s) Nippon Yusen Kaisha. Oct. 19, at 4 p.m.
Mr A. N. Huke Mr F. Wilson and Mrs A. G. Aitken, Miss May Hutton, Capt. Innes Mr J. J. Woollen - Mrs C. Störley, Mrs Twining, Mrs G. P. Mr.E. A. Irving Mr E. S. Young Lammert, Mrs H. T. Wilgress and 2 sons.	Pronto 3 c Grandt Ger. str. 634 Sept. 29 Siemssen & Co. Sungkiang 6 c Moore British str. 1021 Sept. 30 Batterfield & Swire Manila. Trigonia 2 c Powell British str. 1069 Aug. 20 Arphold, Karberg & Co. Tingsang 4 c Sawer British str. 1045 Sept. 30 Landing Mathematical Co.	SHARE LIST.—QUOTATIONS.
Mr. R. Healey, Mr. C. E. Marginn, and Dr. J. A. Marginn : from Yokohama, Mr. G. P. Lammert, Sir J. W. Carrington, Miss Car-	Victoria	OCTOBER 1, 1901. Stocks. No. of Palue Paid Closing Quotations,
Mrs H. C. D. Framp-Mr M. S. Northcote ton Mrs Retallick and Mrs Prynne; from Kobe, Mr W. Miss B. Hutchings Mr R. Riddock Domniche, Mr Otto Spandow, Capt. Cruick Shank, Capt. Claubant Dr and Mrs Royd	Albunia	BANKS. Hongkong and Shanghai Bank Corp. 80,000 \$ 125 all { 2605, bayers } London, £61.10.
Liout. Colonel Koo Mrs Wisheit Mr R. W. Laxton Liout. Colonel Koo Mrs Wisheit Mr R. W. Laxton Colonel Koo Mrs Wisheit Colone	I F Changing 3 a Changing Amer, bue. 1664 Sept. 10 Arnhold, Karberg & Co.	ordinary 199,875 £ 8 £ 4 15 Shillings def red 1,250 £ 1 £ 5.5 National Bank of China, Limited 19,970 £ 10 £ 8 828, buyers 29,955 £ 10 £ 8 828, buyers Do. Founders' shares 7:0 £ 1 £ 1 815, sellers
Miss K. Connally Mr Geof H. Holden children, Mrs Anderson, Messrs A. Hom-	Launberga	MARINE INSURANCES. Canton Insurance Office Co., Ld 10,000 \$ 250 \$ 50 \$1671, buyers China Tradera' Insurance Co., Ld 24,000 \$ 83,33 \$ 25 \$60, sellers
Mr. T. O. B. HarmanMr C. Schmitt Per Haiching, from Tamsui, &c., Mr. Taylor, Mr. Jacobs, Rev. and Mrs. Marian	Sea Witch	North-China Insurance Co., Ld
Mr. H. Bells Mr. W. Helms Mr. & Mrs. H. Mathe-Capt. F. Langlands, son Brown A.O.D. Mrs. Schulz and child. Mr. and Mrs. Eber, 160 Chinese and 7-Europeans. Per Tailee, from Deli, Messrs H. W. de Warrd and R. de Vroces, from Science Mrs.	Bumberg, Climpo, Sunda, August 28; September 30th and a Nortical Alexander Office.	China Fire Insurance Co., Ld 20,000 \$ 100 20 \$83, sellers Hongkong Fire Insurance Co., Ld. 8,000 \$ 250 50 \$3421, sellers DOCKS, ETC. H'kong & Whampoa Dock Co. Ld., 50,000 \$ 50 all \$2821, buyers
Mr G. H. Edwards Mr E. Burns Pye Capt. J. Farrow Mrs James Scott Mr & Mrs G. OrimbleSisters, Govt., Civil A. Sorbier, and 118 Chinese. SHIPPING REPORTS.	Margherita, September 3; Hermiston, Prima, September 6; Penlomand Adana, Sayovia, Cholon, Pembrokeshire, Station. Station. Bacquenem, Wind. September 6; Penlomand tomatic tido-recording machine in the Wa-	Geo. Fenwick & Co., Limited 6,000 \$ 25 \$55, sellers New Amoy Dock Co., Ltd 6,000 \$ 64 \$ 64 \$25 S. C. Farnham, Boyd & Co. Ld 55,700 Tls. 100 Tls. 245, buyers
Capt. and Mrs C. E. Hospital Hamilton Mr & Mis F. R. C. Mr J. J. B. Heems- Surplice kerk Kerk The Brilish steamer Haiching reports: Fresh N.E. monsoon, fine and clear weather. Str. in Tamsui: Daigi Marn. In Amoy: H.M.S. Astron. French gunboat Friant, strs. Haiting and Blenclutha. Strs.	Mercur, September 17: Feronia, Mar. William on the dinary Spring Tides, which has been found	Chins and Manile S. S. Co., Ld \
Mr H. S. Bailey Mr H. Heron Mr C. Bell Mr Hudson in Swatow: Changsha, Wenchew, and City of Calcutta. The German steamer Tailee reports:	Hangang, Peleus, Sept. 20; Queen Kochi	HK. O. and M. Steamboat Co., Ld. 80.000 \$ 15 \$ 15 \$345, buyers Indo-China S. N. Company Limited 60,000 £ 10 all 5140, sales China Mutual S. N. Co
Mr W. H. Bronson man Mr W. H. Bullock Mr Jewitt Lieut. Campbell Mr H. Lewis squally weather, with rain; on 29th to 1st Oct., stormy winds from N.E. and E.N.E., with heavy sea.	The Imp. German Mail s.s. Suchsen, car. rying the German Mails with dates Tainan Young Parlin of the Onl State of the Control of the C	Star Ferry Company, Ld
Mr Coyle Mr & Mrs Moll POST OFFICE NOTICES. Mr J. Dalrymple Mr & Mrs Reveira MAILS will close:— Mail Dalrymple Mail Dalrymple Mail Close:—	Singapore on Friday, the 27th Sept., Gutzlaff. 3 p. 30.20 74 55 NE 4 cv Sept. Height. Height. Height. Sharp Pk., 30.03 76 67 NE 6 0 Sept. Time.	Shanghai Cargo Boat Co., Ld 2.000 Tls. 100 Tls. 127, sales Co-operative Cargo Boat Co., Ld 1,000 Tls. 100 Tls. 127, ex div., sales REFINERIES. China Sugar Company, Limited 20,000 S 100 al \$151, sales
Mr E. Green Mr Young 2nd October.	Fooehow on Monday, the 30th Sept., Canton 7, 30.00 82 71 N 1 0 Thur. 3 11 25 a 5 5 4 50 a 1 3 o on or about Tuesday night, the 1st Vict. Peak 1 29.96 80 C3 E 2 0 Fri. 4 m 0 14 5 3 m 7 15 -0 2	Luzon Sugar Company, Limited 7.000 8 100 st 935, sellers Perak Sugar Cultivation Co., Ld 7,000 Tls. 50 Tls 50 Tls. 774 WHARVES.
PEAR HOTEL. Mr M. Austinoff Mr Philips Jameson Miss Bacon Mr H. U. Jeffries Mr J. F. Boulton Mr J. E. Lee For SHANGHAL. Per Tsinon, at 10 a.m., on Wednesday, the 2nd October. For SHANGHAL & TIENTSIN.—	The M. M. Co.'s steamer Salazie, with the Macao , 29.94 — ENE 4 — Sat. 5 m 1 14 4 11 m 9 16 0 0 0 FRENCH MAIL of the 6th Sept., left Haiplong. 1 p. — N 1 c Sun. 6 m 2 30 4 7 m 10 37 0 1 Singapore on Sunday, the 99th Sept.	Wanchai Warehouse and Storage 2,600 2 100 3 37, Nom- Company, Limited
Mr. James Routtie Mr.R. Martin Per Loksung, at 10 a.m., on Wednesday,	on or about Monday, the 7th October. Bacolod Bacol	Hongkong Land Investment and 50,000 & 100 100 \$190; buyers Shanghai Land Investment Co., Ld. 26,000 Tis. 50 Tis. 50 Tis. 100, buyers Kowloon Land and Building Com. 6,000 \$ 5 \$ 30 \$31;
Capt. & Mrs Prynne Mr John Pitt, R.N. Sir John Carrington Hen. H. E. Pollock For AMOY & MANILA.— Per Perla, & 4 p.m., on Wednesday, the	port via Honolulu, Yokohama, Inland Wrostock. 7a. 30.14 46 71 - 10 b On London-	Ver-hei-wei Land & Building Co., Ld 5.000 Tls. 25 Tls. 25 Tls. 20 Humphreys Estate & Finance Co 190,000 \$ 10 at \$134 Vest Point Building Co., Limited 12.500 \$ 50 8 50 855 havens
Miss Carrington Hon. H. E. Pollock Miss Carrington Hon. R. MurrayRum- Col. A. W. Collard sey, R.N. Colonel Crookenden Capt. Sawer Mr W. Davies Mrs Sawer Mrs Sawer 2nd October. For SWATOW.— Per Haiching, at 5 p.m.; on Wednes- day, the 2nd October.	the 27th Sept. Kochi Nagasaki Which left Hongkong Aug. 31st, for Kagoshima San Francisco via Shanghai Nagasaki Tashutua Francisco via Shanghai Nagasaki Tashutua Francisco via Credite 4 Credite 4	IRAMWAYS. IK. High-Level Tramways Co., Ld. 1,250 \$ 100 att \$275, buyers MINING. alebu Mining & Trading Co., Ld., 60,000 \$ 5 att \$54, buyers
Mr and Mrs DetrickMr A. Sinclair and children Mr A. G. Stokes Mr F. H. Dixon Mr J. S. Thomson Mr W. B. Dixon Mrs Welgrers and NEY & MELBOURNE,—	nolulu, arrived at her destination on Tainan , 29.89 — — — Documentary, 4 months sight,1/114 the 28th Sept. Koshun — — — — — — Documentary, 4 months sight,1/114 — — — — — — — — — — — — — — — — — —	ew Punjom Mining Co. Ld
Mr J. S. Ezekiel Mr W. H. Wheeler Mr Gerry Field Colonel Wheeler Mr Andrew Forbes Mr W. T. Wilgress Tel Anta, at 10 a.m., on Indreday, the 3rd October. For MOJI & KOBE.— The Market Mr M. T. Wilgress	via Honolulu, Yokohama, Inland Sea, Sharp Pk., Kobe. Nagasaki and Shanghai, on Amov On demand On demand.	liver's Freehold Mines, Ltd 845,000 \$ 5 8 4 Nom.
Mr D. M. Graham Mrs W. Wilson and Major Hamilton child Mr J. Hendrie Mr & Mrs H. Taylor For SHANGHAL.— Mr and Mrs W. F. Wright Per Woosung, at 4 p.m., on Thursday, the Per Woosung, at 4 p.m., on Friday, the	The C. P. R. Co.'s s.s. Tarter left Vancou- ver for Hongkong, via Japan ports and Vict. Peak E 4 - On demand,	HOTZIS, ETC. Iongkong Hotel Company, Ltd 12,000 \$ 50 a! \$127, buyers Priente Hotel, Manila
Per Formow at 11 a m on Saturday	he P. & O. Co. ss.s. Socotra left Singapore Macao	DISPENSARIES. S. Watson & Co., Limited
THE Series of Articles entitled 'THE BACK DOOR,' which appeared THE THE BACK DOOR,' which appeared THE THE BACK DOOR, Which appeared THE THE BACK DOOR, Which appeared THE THE BACK DOOR, Which appeared THE BACK DOOR, WHICH APPEAR THE BACK DOOR THE	bore for this port on the 25th Sept., at Hollo , 29.88 81 - 0 0 0 On demand, 33 % pm. Hollo , 29.82 81 - 0 0 On Shanghai— Nort on the 20th Sept., and may be C. S. James 7a will be considered on demand 731	K. and China Gas Co., Limited 7,000 £ 10 all \$140, buyers langbai Gas Company, Ltd 8,000 Tls. 50 Tls.50 Tls. 112, longkong Electric Co., Limited 30,000 £ 10 \$ 10 \$ 10 \$ 12 \$ buyers ew Electrics new icors 30,000 £ 10 \$ 5 \$ 8 }
and may be obtained in Pamphlet Form Paice S1. day, the 5th October. Per Esmeralda, at 4 p.m., on Saturday, the 5th October.	expected here on or about the 5th Oct. he N. Y. K. S.S. Sanuki Marn left Kohe via M. J. torthic root on the 65th G.— Hougkoug, Observatory, Oct. 1, 1901. On Yokohama— The Structure paper 1 73g G. Hougkoug, Observatory, Oct. 1, 1901. On demand	reen Island Cement Co., Ld 50,000 \$ 10 \$ 21; sellers MISCELLANEOUS Lanila Investment Co., Ld 20,000 \$ 50 \$ 50 \$ 50 \$ 50 \$ 50 \$ 50 \$ 50
CHINESE SCHOOL BOOKS: I.—Sam Tsz King. For SINGAPORE, PENANG & CAL. CUTTA.— Per Kumsang, at 11 a.m., on Saturday, the 5th October.	Hamburg, left Singapore for this port on the 27th Sept., and may be ex-	lanila Investment Co., Ld
II.—Ts'in Tsz Man. Translated into English by Dr. E. J. EFTEL. MAILS BY THE UNITED STATES PACKET.— The United States Mail Packet Gaelic will be despatched on WEDNESDAY, the	he N. Y. K. S. Yanaguchi Maru left Bombay, via Colombo and Singapore of 17th for this port on the morning of 17th 6. Force of Wind, according to Beaufort Scale. 6. Space of Wind, according to Beaufort Scale. 6. Force of Wind, according to Beaufort Scale. 7. Calculation of Control of Co	ong.cong Bakery Company, Ld. 600 C 5) \$ 5 \$50 k. Steam Water-boat Co., Ltd. 7,000 \$ 10 \$ 7 \$8, boyers ongkong Dairy Farm Co. 10,000 \$ 74 all \$8, buyers ongkong Ice Company, Limited 5,000 \$ 25 al \$183, huyers ianghai Waterworks Co., Ltd. 7,200 £ 20 £ 20 Tls. 340, sales
hai Tanan San Francisco the ITaited	on the 4th Oct. De P. & O. Co.'s chartered s.s. Ras Reven Vessels at the Docks :—At Koudous.— BAROMETER— 9 A.M 29.98	chrau Planting Company Ltd 20,000 \$ 5 8 5 81 kong Rope Manufactory Co., Ld. 10,000 \$ 50 all \$1723 onekong Cotton Spinning Co. Ld. 10,000 \$ 100
A TYPICAL SOUTH AFRICAN STORE. R. Larson, of Bay Villa, Sundays up to 10.45 a.m.) River, Capa Colony, conducts a store Registration at 10 s.m. (Registration, with late fee of 10 cents, up to 10.45 a.m.)	the 21st August, for Straits, Hong. Monterey. Kong Beng, Zafiro, Elcano, Algos, U.S.S. THERMOMETER—9 A.M 82 Do. 1 P.M 83 Lang. China and Japan.	or Cotton Spinning and West- ing Co., Ld. ternstional Cotton Manufactur- ing Co., Ld. 10,000 Tls. 100 Tls. 100 Tls. 25 buyers 10,000 Tls. 100 Tls. 25 buyers on-Kung-Mow Cotton Spinning
purchased anything from the proverbial time fixed for the departure of the needle to an anchor. This store is situated in a valley pine miles from the	Hongkong, China and Japan on the 22nd Sept. Lutest Advices Opium Quotations. Do. (Wet bulb) 9 A.M. 72 Do. Do. 1 P.M. 72 Do. Maximum Do. Wet bulb) 9 A.M. 72 Do. Do. 1 P.M. 73 Yet	y Chee Cotton Spinning Co., Ld. 2,003 Tis. 500 Tis. 500 Tk. 260 hloong Cotton Spinning Co., Ld. 7,500 Tis. 100 Tis. 100 Tis. 11
nessest railway station and about twenty. MAILS BY THE GERMAN PACKET.— The German Contract Packet Preussen will be despatched on THURSDAY,	Tacoma, for Hongkong via Vladivo New Patna, cash,	ins Provident Loan Morfage 50.000 \$ 20 \$ 10 \$93, selled 50.000 \$ 20 \$ 10 \$93, selled 50.000 \$ 20 \$ 10 \$38 50 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$1
miles, to many of whom I have supplied United Kingdom, the Continent of United Kingdom, the Continent of Europe and countries beyond, via Brindisi; to the Straits Settlements. Batavia, Burmah, Caylon, India, (via	the American Mail, left Shanghai on New Malwa, credit,	CIGAR COMPANIES ilippine Tobacco Trust Co., Ld 20,000 \$ 50 \$ 50 \$ 50 Nom. isorbra Limited
one mile of my store the population is Tuticorin), Aden. Egypt, Malta, &c., The perhaps sixty. Of these, within the past &c., which welve months, no less than fourteen have Registration 10 a.m. (Registration, with been absolutely cured by Chamberlain's	Wednesday, the 2nd Oct. Allowance Trals not 8/18 fallen slightly over the China coast and W.	
Cough Remedy. This must surely be a Letters, &c., at 11 a.m. Peccent. For sale by All Dealers, Waters Late Letters 11.10 to 11.30 a.m. Extra & Co., Ltd., General Agents. Postage 10 cents.	2nd Oct. Fig Inland Sea, Kobe, Nage Person, Paper tied long	